



# Hongkong Daily Press

ESTABLISHED 1867

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No. 14,874. 號四十七百八千一萬一第 日五廿月正年戌壬 HONGKONG, TUESDAY, FEBRUARY 21st, 1922. 二拜禮 號一廿月二年一十國民華中 PRICE, \$3 PER MONTH

## CHAMPAGNES

	Quart	Pint	Duty paid
Pommery & Greno	\$34	\$37	
Veuve Clicquot	84	97	
Bollinger	92	95	
Piper Heidsieck	90	93	
Geol Goulet	80	83	
Delbeck	44	46	

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### TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	every 15 minutes.
8.00	" 9.30 " 10 "
9.30	" 11.00 " 15 "
11.30	" 12.30 p.m. " 15 "
12.30 p.m.	" 2.30 " 10 "
2.30	" 4.00 " 15 "
4.00	" 8.10 " 10 "

NIGHT CARS.  
8.50 p.m., 9.00 p.m., 9.20 p.m.,  
9.30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.

### SATURDAY.

Extra Car—12 midnight.

### SUNDAY.

7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m.	every 15 minutes
9.30	" 11.00 " 10 "
11.30	" 12.00 noon " 15 "
12.00 noon	" 1.00 p.m. " 10 "
1.00 p.m.	" 4.00 " 15 "
4.00	" 8.10 " 10 "

### NIGHT CARS.

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road.  
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment thereof has been made in Bank Notes, or in Cheques or Compendious Order representing Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after FRIDAY, SEPTEMBER 10th, 1921, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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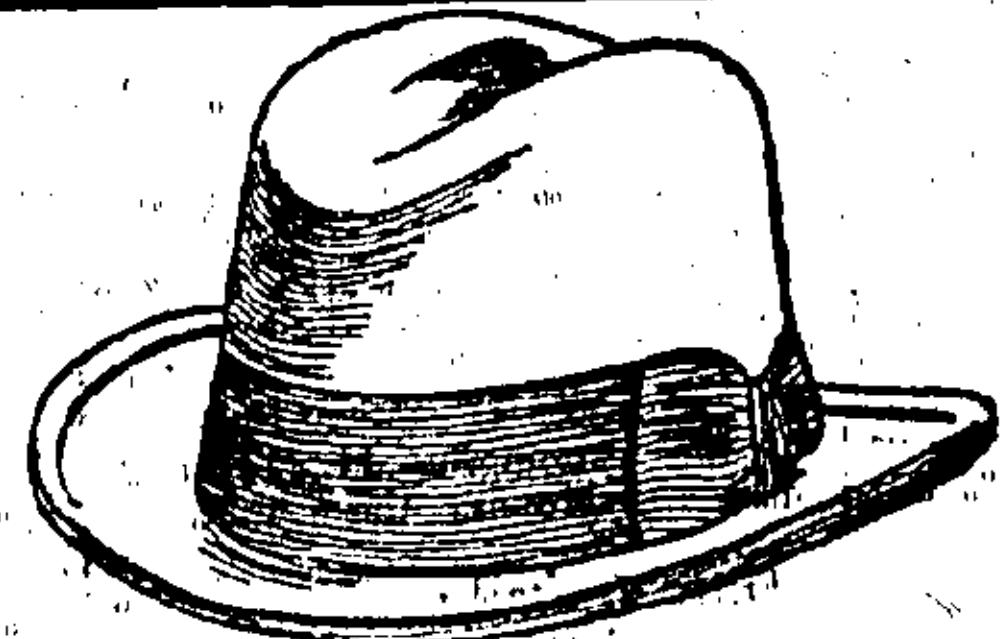
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## HONGKONG JOCKEY CLUB.

### ANNUAL RACE MEETING.

#### PROSPECTS OF TO-DAY'S DERBY.

Ratton.—His Excellency Sir R. E. Stubbs, K.C.M.G.

Honorary Stewards.—His Excellency Vice-Admiral Sir A. L. Duff, K.C.B.; His Excellency Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O.; Hon. Mr. Claud Severn, C.M.G.; Commodore W. Bowden-Smith, C.B.E.

Stewards.—The Hon. Sir C. Paul Chatter, Kt., C.M.G.; Lieut.-Col. G. K. Hall Brutton, R. R. Dyer, Esq., Henry Humphreys, Esq., Sir Wm. Rees-Davies, Kt., D. G. M. Bernard, Esq., J. Bell-Irving, Esq., Brig.-Gen. E. B. Macnaghten, C.M.G., D.S.O., Hon. Mr. A. G. Stephen, H. P. White, Esq.

Stewards in Charge of the Scale.—Lieut. Col. G. K. Hall Brutton, Henry Humphreys, Esq.

Judge.—F. B. Marshall, Esq.

Assistant Judge.—D. E. Clark, Esq.

Starter.—Brig.-Gen. E. B. Macnaghten, C.M.G., D.S.O.

Second Starter.—W. D. Fiddes-Wilson, Esq.

Time Keeper.—M. S. Sassoon, Esq.

Surgeon.—Dr. C. Forsyth.

Secretary.—E. J. Chapman, Esq.

Treasurers.—Messrs. Linstead and Davis.

Clerk of the Course.—H. Birkett, Esq.

Splendid weather yesterday favoured the opening of the Hongkong Jockey Club's annual meeting. After the heavy rains of the previous few days the morning broke bright and clear and so remained throughout the day. The sun, to be sure, was little in evidence, but the little nip in the air was not unpleasant; it was, in fact, a brisk tonic.

As the result of the rain the course was on the heavy side, though it cut up a deal less than might have been expected. Certainly there were fewer surprises than were anticipated and favourites came home in quite a few of the races. In point of fact, the results of the first two races suggested that form, as known to early morning watchers, was to work out well, but there was an upset or two to come. Curiously enough the same jockey—Mr. Pinkerton—was responsible for the two biggest surprises of the day, Benz and Hatton, and, just as curiously, both ponies paid the same dividend, \$93 for a win.

The crowd present was not so large as has been seen in former years, though the stands and enclosure were quite well filled after tiffin. Ladies have been more numerous present on past occasions, but the opening day seldom sees them present in full force. The re-arrangement of the betting booths and cash sweeps made for greater comfort and, considering that space is limited, had been well effected, and met with keen approval on the part of all acquainted with the general discomfort that attended the placing of a bet at previous meetings.

His Excellency the Governor, with Lady Stubbs and Mr. Eric Rice arrived at 12.40 and were met by Sir Paul Chatter and Sir William Rees-Davies, two of the Stewards, and Mr. Birkett, Clerk of the Course.

One notable absentee was Sir Ellis Kadoorie who was slightly indisposed and was therefore denied the pleasure of seeing Repulse Bay Chief win the Garrison Cup, for which it started favourite, very comfortably indeed.

The Band of H.M.S. Hawkins was present and added to the day's enjoyment by rendering the following programme:—

March....."Leonidas."

Overture....."French Comedy."

Fox Trot....."Top Hole."

Waltz....."Love's Lullaby."

Selection....."Patience."

One Step....."Speed."

Fox Trot....."Ain't We Got Fun."

Selection....."Irene."

One Step....."Hongkong."

Selection....."Francis and Day 29th Selection."

Fox Trot....."Avalon."

Waltz....."Blowing Bubbles."

One Step....."Camouflage."

Fox Trot....."Whispering."

The racing was interesting throughout, though it was marked by nothing really sensational. Mr. Hill had a good day with four wins, Mr. Pinkerton rode two big-priced winners, while Mr. Knoll had the tantalising experience of riding five seconds and one third without once getting his mount in front at the winning post. The times generally were somewhat slow which suggests that the track, though it did not cut up badly, was even heavier than it looked. The times, in point of fact, were practically early morning gallop times, but if the drying wind holds they should be improved upon to-day.

Form, as has been said, worked out truly in the first two races, but the third—the Kalgan Plate—proved something of a surprise. The race was voted a good thing for Knoll's mount, Mosaic Tile, and it certainly got off well. But it was challenged in the early stages by Bull Finch and, when it had shaken off the attentions of Lady Chatter's horse, by Mountain Bear in the straight. Both Mr. Hill and Mr. Knoll rode strongly, but Mountain Bear got home by a short head to return the nice dividend of \$64.

The Trial Plate is generally regarded as a "try-out" for the Derby, though the distance is a quarter of a mile less, but of yesterday's race all that can be said is that, if the running was true and Sincerity Dahlia is, as has generally been supposed, Sir Paul's best, the chances of Sir Paul winning the Derby this year are slight. The race was run in very slow time—over sixteen seconds outside record—and Roman Pride, which started equal favourite with Sincerity Dahlia at roughly 6 to 4, won, very readily. The odds against Martial Dahlia, which finished third, were 14 to 1 and of Shing Star, which finished second, 15 to 1. But Sincerity Dahlia's form seemed too bad to be true.

Then, again, what was amiss with Sun Star in the Racing Stakes? He started a raging hot favourite and could only run third to a rank outsider in Hatton and Bolebis which was second favourite. Sun Star ran quite without fire and showed none of the life and courage which marked his training gallops.

Of the other Derby ponies which were seen out, Stephanotis, Benz, and Roman Pride were winners, and the former's time, considering the going was fairly good while that of Roman Pride was 16 seconds outside record for the mile and a quarter. Neither was pushed, however, and it is difficult to say how much they had in hand. The same may be said of Benz who won the Victoria Stakes by a length in 2 min. 07 4/5 sec., but who seemed to have quite half a stone in hand. The Derby looks like being quite an open race to-day.

It is worth remarking that the public in the Garrison Cup correctly anticipated the result. The pari-mutuel odds were, roughly, 7 to 4 Repulse Bay Chief, 4 to 1 Miserrimus Doleful and 8 to 1 Pawshop, and they were placed in the order named. The results were:—

1.—THE WONG-NEI-CHONG STAKES.

Winner \$800. Second \$200. Third \$100. For "A" Class subscription griffins and horse bazaar subscription griffins of any season non winners. (Jockey allowance) half a mile.

Dr. C. Forsyth's Hurry-up, 150 lbs. (Mr. T. W. Doyle) 1

Mr. John Peel's Cassia River, 155 lbs. (Mr. W. S. Dupree) 2

Mr. Dynasty's King Harry, 153 lbs. (Mr. A. V. White) 3

Mr. Cragholm's Bajardo, 150 lbs. (Capt. Fisher) 0

Mr. H. B. L. Dowbiggin's Batman, 155 lbs. (Mr. H. Seth) 0

Mr. Duds' Fishshop, 150 lbs. (Mr. J. M. Remelice) 0

Mr. Dyer's Kilmarnock, 153 lbs. (Mr. Knoll) 0

Hon. Mr. P. H. Holyoak's Daybird, 153 lbs. (Mr. Sewell) 0

Mr. A. R. Lowe's The Mite, 147 lbs. (Capt. Spinks) 0

Mr. Topside's Mountain Goat, 152 lbs. (Mr. A. L. Pinkerton) 0

Mr. Towers' Majolica Tile, 150 lbs. (Mr. C. R. Thompson) 0

Mr. J. M. C. Basto's Adversariat, 152 lbs. (Mr. F. M. L. Soares) 0

Mr. John Bell-Irving's Moses Main-chance, 158 lbs. (Mr. J. Bell-Irving) 0

After a false start the ponies got away in a bunch, with Hurry-up leading and Cassia River and King Harry second and third respectively. This order was maintained to the Rock and continued to the bend. On entering the straight Hurry-up greatly improved his lead. Cassia River came up on the outside and an exciting contest ensued with King Harry for second place. The ponies passed the judges with Hurry-up leading by three lengths and Cassia River half a length ahead of King Harry.

Time: 1 min. 23 1/2 sec.

Pari-mutuel. Cash Sweep.

Winner: \$10.00 Ticket No.

1, 6.10 248, 1975.30

2, 7.10 72, 278.80

3, 12.20 187, 139.40

Unplaced (\$25 each): Nos. 322, 105, 35, 90, 129, 275, 54, 703, 28, 5

#### 2.—THE MAIDEN STAKES.

Winner \$800. Second \$200. Third \$100. For China ponies *bona-fide* griffins on date of entry. Subscription griffins of both classes of this season 1921-1922 allowed 7 lb. Three quarters of a mile. Messrs. G. H. Potts and Ellis Hayim's Kiangsu King, 155 lbs. (Mr. W. Hill) 1

Mr. Henry Humphreys' Flying Mouse, 155 lbs. (Mr. Knoll) 2

Mr. R. Macgregor's The Dunlin, 149 lbs. (Mr. Dupree) 3

Messrs. J. Bell-Irving and J. J. Paterson's Pull Devil Pull Baker, 155 lbs. (Mr. J. Bell-Irving) 0

Mr. Cottager's New Year Gift, 155 lbs. (Mr. E. Seth) 0

Mr. Dyer's Killicrankie, 155 lbs. (Mr. C. R. Thompson) 0

Sir Ellis Kadoorie's Shek O Chief, 151 lbs. (Mr. E. Moller) 0

Mr. Nemaze's Darenjan, 155 lbs. (Mr. Nemaze) 0

Mr. Hector Sassoon's Roman Dusk, 152 lbs. (Mr. A. V. White) 0

Mr. Towers' Enamelled Tile, 151 lbs. (Mr. Bulteel) 0

The ponies did not get away until after at least four false starts. It was noted that Flying Mouse usually got away well each time. On the fourth attempt Pull Devil Pull Baker made nearly half the circuit of the course before responding to the rein (and ultimately finished last). The eventual start was ragged. Flying Mouse took the lead, with Kiangsu King lying second, and Pull Devil Pull Baker third. Gong up the incline Kiangsu drew to the front with Roman Dusk trailing out last. Coming round the bend the same order was maintained with Kiangsu King going further ahead. In the straight Dunlin ran into third place. In the last furlong Flying Mouse made an effort to over-take the leader but failed. Kiangsu King won by a length, and a half with four lengths between second and third.

Time: 1 min. 35 1/2 sec.

Pari-mutuel. Cash Sweep.

Winner: \$10.10 Ticket No.

1, 5.30 1,110, 1,349.50

2, 5.90 2,174, 357.00

3, 5.30 3,407, 178.50

Unplaced (\$25 each): Nos. 424, 123, 405, 183, 798, 350, 170.

3.—THE KALGAN PLATE.

Winner \$800. Second \$200. Third \$100. For "B" Class subscription griffins and "Larsen" subscription griffins of any season non winners. (Jockey allowance) Half a mile.

Mr. Topside's Mountain Bear, 151 lbs. (Mr. W. Hill) 1

Mr. Tower's Mosaic Tile, 149 lbs. (Mr. Knoll) 2

Mr. John Bell-Irving's Miserrimus Doleful, 153 lbs. (Mr. J. Bell-Irving) 3

Lady Chatter's Bull Finch, 153 lbs. (Mr. F. E. Vida) 3

Mr. Cottager's Knockuh Leg, 146 lbs. (Mr. T. W. Doyle) 0

Mr. Cragholm's Arakur, 153 lbs. (Capt. Fisher) 0

Mr. H. B. L. Dowbiggin's Stockman, 155 lbs. (Mr. H. Seth) 0

Mrs. Charles Forsyth's Pogo, 152 lbs. (Mr. A. V. White) 0

Mr. F. S. Harrison's Whistling Rufus, 144 lbs. (Mr. Sewell) 0

Mrs. Montague Ed's Jetsam, 153 lbs. (Mr. F. M. L. Soares) 0

Mr. G. C. Moxon's Columbus, 147 lbs. (Mr. Moses) 0

Mr. John Peel's North River, 153 lbs. (Mr. Dupree) 0

Mr. Robert's Kilmacoolm, 144 lbs. (Mr. Bulteel) 0

Mr. Soares' Viper, 150 lbs. (Capt. Spinks) 0

Hon. Mr. A. G. Stephen's Aloha, 152 lbs. (Mr. A. L. Pinkerton) 0

His Excellency, Sir Edward Stubbs' The Don (late Leotard), 150 lbs. (Mr. C. R. Thompson) 0

\* 2 and 6 dead heat.

A field of sixteen faced the starter for the third race but, in spite of the large number, they got away promptly. The race proved a most exciting one. Bull Finch, Mosaic Tile and Miserrimus Doleful got away together and raced neck and neck for the greater part of the course. At the Rock, Miserrimus Doleful obtained a slight lead, with Knockuh Leg fourth. On entering the straight the latter and two other ponies came up together on the outside so that there were six ponies practically side by side. Mountain Bear, was one of those to come to the front at the last and it won, amid great excitement, by a short head. Two lengths separated Mosaic Tile from the next ponies. These were Miserrimus Doleful and Bull Finch which tied for third place. The remainder of the field was very close behind so that the finish was quite a thrilling one.

Time: 1 min. 21 1/2 sec.

Pari-mutuel. Cash Sweep.

Winner: \$24.10 Ticket No.

1, 6.40 60, 1,337.70

2, 5.30 101, 382.20

3, 5.20 460, 95.55

4, 5.30 151, 95.55

Unplaced (\$25 each): Nos. 280, 165, 196, 770, 457, 339, 469, 523, 18, 429, 463 and 44.

#### 4.—THE VALLEY STAKES.

Winner \$750. Second \$250. Third \$150. For subscription griffins of this season. Three quarters of a mile.

Mr. G. C. Moxon's Stephanotis, 155 lbs. (Mr. W. Hill) 1

Mr. John Peel's West River, 155 lbs. (Mr. W. S. Dupree) 2

Mr. C. R. Thompson's Ashes, 155 lbs. (Mr. C. R. Thompson) 3

Mr. Nemaze's Arsenjan, 155 lbs. (Mr. Nemaze) 0

Hon. Mr. P. H. Holyoak's Jaybird, 150 lbs. (Mr. A. V. White) 0

For this race, regarded as one of the principal races of the day only five ponies were posted to start, but Jaybird did not turn out. The pony refused to let its rider mount. The four ponies got well away in a bunch. Stephanotis took the lead and maintained it easily throughout. Coming up the back straight Stephanotis gradually increased the lead. West River second followed by Arsenjan, with Ashes last. Stephanotis got still further ahead going up the incline. Entering the home straight Stephanotis and West River were many lengths ahead with the former, leading by more than a length. Down the straight there was a fight for first place but Stephanotis was being held and West River was going all out without reducing the distance intervening. In the last furlong Stephanotis' rider let the pony have its head and it won by four lengths. Many lengths separated the second and third, in fact the first two were the only ponies in the race. Arsenjan did not complete the course; it had an attack of rheumatism.

Time: 1 min. 36 3/5 sec.

Pari-mutuel. Cash Sweep.

Winner: \$6.50 Ticket No.

1, 5.30 59, 1,748.50

2, 6.10 598, 499.50

3, 7.20 249.50

Unplaced (\$25 each): Nos. 308, 43.

5.—THE VICTORIA STAKES.

Winner \$600. Second \$200. Third \$100. For China ponies. *Bona-fide* griffins on date of entry allowed 5 lb. Subscription griffins of both classes of this season 1921-1922 allowed 10 lb. One mile.

Messrs. Stephen & Stitt's Benz, 152 lbs. (Mr. A. Pinkerton) 1

Mr. Gilpin's Sir Colin, 152 lbs. (Mr. Knoll) 2

Messrs. G. H. Potts and Ellis Hayim's Fighting King, 155 lbs. (Mr. W. Hill) 3

Sir Paul's Hope Dahlia, 155 lbs. (Mr. C. R. Burkill) 0

Sir Paul's Sportsman Dahlia, 155 lbs. (Mr. F. E. Vida) 0

Mr. Soares' Spotted Sand, 155 lbs. (Mr. F. M. Soares) 0

All six horses got away beautifully. Sportsman Dahlia took the lead past the Judge's box, closely followed by Spotted Sand and Hope Dahlia. At the football stand Sportsman Dahlia increased the lead to many lengths with Spotted Sand second and Sir Colin third, Fighting King bringing up the rear. The same order was maintained going up the incline and past the Rock. Coming round the bend into the home straight Sir Colin took the lead with Benz close up. Fighting King, who had been held, came up to fourth place. In the last furlong Benz ran into first place and won with pounds in hand. Sir Colin finished second, half a length away. Fighting King was third, one-and-a-half lengths behind.

Time: 2 min. 07 4/5 sec.

Pari-mutuel. Cash Sweep.

Winner: \$93.10 Ticket No.

1, 14.30 754, 82,495.50

2, 13.90 777, 713.00

3, 8.40 162, 358.50

Unplaced (\$25 each): Nos. 511, 273 and 514.

6.—THE CHALLENGE CUP.

Value one hundred guineas. For China ponies. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the *bona-fide* property of the same owner or owners. Winners to receive \$750 and 70 per cent., Second \$300 and 20 per cent., third \$150 and 10 per cent. of the entrance fees until the cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. One mile and three quarters.

Sir Paul's Empire Dahlia, 161 lbs. (Mr. Burkill) 1

Mr. Gilpin's Ajax, 158 lbs. (Mr. Knoll) 2

Messrs. G. H. Potts and Ellis Hayim's Allied King, 155 lbs. (Mr. Hill) 3

Mr. Cottager's The Amer, 155 lbs. (Mr. H. Seth) 0

Sir Ellis Kadoorie's Hongkong Chief, 161 lbs. (Mr. Moller) 0

Mr. R. Macgregor's Churchill, 155 lbs. (Mr. Dupree) 0



All six horses got well away and passing the Football Stand Allied King took the lead followed by Churchill, Ajax, Amers, Empire Dahlia with Hongkong Chief last. Going past the Rock for the first time Allied King maintained the lead, the only change in the order of going being Hongkong Chief displacing Empire Dahlia in the fifth position. There was no change in the straight. Going past the post, Allied King was still leading, closely followed by Hongkong Chief and Churchill. Passing the Football Stand Hongkong Chief went to the fore with Allied King second. At the Rock Ajax displaced Allied King for second place. At this point Churchill dropped last. Coming into the home straight Empire Dahlia took the lead with Ajax second. A keen struggle was witnessed between Hongkong Chief and Allied King for third place. Empire Dahlia won easily by three lengths, two lengths between second and third.

Time 4mins. Cash Sweep.  
Parimutuel. Ticket No.  
Winner: \$13.00  
1. 5.30 144, \$2,454.30  
2. 5.10 544, 709.80  
3. 5.30 551, 354.90  
Unplaced starters (\$25 each): Nos. 540, 525 and 388.

## 7.—THE CAUSEWAY BAY STAKES.

Winner \$600. Second \$200. Third \$100.  
For subscription griffins of this season. (Jockey allowance.) One mile.

Lady Chatter's Bull Finch, 152 lbs. (Mr. F. R. Vida) 1  
Mr. Allure's Robbie Doo, 152 lbs. (Mr. T. W. Doyle) 2  
Dr. F. H. Kew's Wallaby, 155 lbs. (Mr. W. Hill) 3  
Mrs. John Bell-irving's Gabriel Junky, 155 lbs. (Mr. J. Bell-irving) 0  
Mr. Cottager's Fearthat Leg, 150 lbs. (Mr. N. M. Nazzari) 0  
Mr. Cragholm's Arvakur, 155 lbs. (Capt. Fisher) 0  
Mr. Dyer's Fishhop, 150 lbs. (Mr. J. M. Remedios) 0  
Mr. Dyer's Kilwinning, 153 lbs. (Mr. Bulteel) 0  
Mrs. G. B. Hartford's Kineha, 155 lbs. (Mr. W. S. Dupree) 0  
Hon. Mr. P. H. Holyoak's Ricebird, 152 lbs. (Mr. A. V. White) 0  
Messrs. Hossie & Lay's Deuces Wild, 158 lbs. (Mr. H. Seth) 0  
Mr. C. R. Thompson's Muzz, 150 lbs. (Mr. C. R. Thompson) 0  
The Gang's Ace-Pot, 152 lbs. (Mr. A. L. Pinkerton) 0  
Dr. F. H. Kew's Kangaroo, 155 lbs. (Mr. F. M. Soares) 0  
Mr. Hector Sassoon's Roman Sunset, 155 lbs. (Mr. E. Moller) 0

After a good start Bull Finch took the lead passing the post with Robbie Doo and Fearthat Leg running second. This lead was maintained to the Rock, the other ponies being well strung out. Wallaby then crept up and went past Fearthat Leg. Coming into the home straight, Bull Finch increased the lead by many lengths. An exciting fight for second place was witnessed between Robbie Doo and Wallaby, the former just managed to maintain its position. Bull Finch won by many lengths with Robbie Doo second and Wallaby third, a short head separating the two.

Time: 2mins. 14 2-5secs.  
Parimutuel. Cash Sweep.  
Winner: \$28.30 Ticket No.  
1. 9.00 837, \$2,454.50  
2. 7.40 397, 712.80  
3. 7.20 40, 356.40  
Unplaced starters (\$25 each): Nos. 764, 569, 501, 56, 45, 538, 905, 589, 203, 513, 73 and 775.

## 8.—THE TRIAL PLATE.

Winner \$600. Second \$200. Third \$100.  
For China ponies, *bona-fide* griffins on date of entry. Subscription griffins of both classes of this season 1921-1922 allowed 7lb. Winner of the maiden stakes 7lb. extra. (Jockey allowance.) Allowances accumulative. One mile and a quarter.

Mr. Hector Sassoon's Roman Pride, 155 lbs. (Mr. Moller) 1  
Mr. H. Birkett's Shining Star, 155 lbs. (Mr. T. W. Doyle) 2  
Sir Paul's Martial Dahlia, 155 lbs. (Mr. Knoll) 3  
Messrs. J. Bell-irving & J. J. Paterson's Mulum in Parvo, 152 lbs. (Mr. J. Bell-irving) 0  
Sir Paul's Sincerity Dahlia, 155 lbs. (Mr. Birkhill) 0  
Mr. Soares' Dunoon, 158 lbs. (Mr. Soares) 0

In this race the field bunched together for the first three-quarters of a mile. At the outset Mulum in Parvo took the lead, with Shining Star and Sincerity Dahlia close behind. Going past the post this lead was maintained with Dunoon and Martial Dahlia third and fourth and Roman Pride bringing up the rear. At the mile the field bunched together and Shining Star took the lead. At this point the field was still bunched. Coming round the Village

Bend Martial Dahlia pushed through and took first place. Then Roman Pride was allowed its head and simply walked past the leading ponies, and headed the field in the home straight. It finished an easy first by three lengths. Shining Star coming second, two lengths in front of Martial Dahlia.

Time: 2mins. 49 3-5secs.  
Parimutuel. Cash Sweep.  
Winner: \$11.50 Ticket No.  
1. 6.80 773, \$2,827.10  
2. 11.80 718, 750.00  
3. 11.90 711, 375.30  
Unplaced starters (\$25 each): Nos. 561, 693, 570.

## 9.—THE GARRISON CUP.

Presented by the officers of the garrison, with \$400 added to the winner. Second \$250. Third \$150. For subscription griffins of any season. Winners at previous meetings of one race 7lb.; of more than one 14lb.; at this meeting 3lb. extra. Penalties accumulative. (Jockey allowance.) From the two mile post once round and in.

Sir Ellis Kadoorie's Repulse Bay Chief, 150 lbs. (Mr. W. Hill) 1  
Mr. J. Bell-irving's Miserrimus Doleful, 153 lbs. (Mr. W. S. Dupree) 2  
Mr. Duds' Pawnshop, 157 lbs. (Mr. J. M. Remedios) 3  
Mr. John Bell-irving's Tiddleywinks, 163 lbs. (Mr. J. Bell-irving) 0  
Lady Chatter's Gold Finch, 158 lbs. (Mr. F. M. L. Soares) 0  
Mr. Dyer's Kilwinning, 153 lbs. (Mr. Bulteel) 0  
Dr. C. Forsyth's Neston, 149 lbs. (Mr. T. W. Doyle) 0  
Mrs. Montague Ede's Flotsam, 155 lbs. (Mr. C. R. Birkhill) 0  
Hon. Mr. A. G. Stephen's Aloha, 152 lbs. (Mr. A. L. Pinkerton) 0

The nine starters got away nicely, with Repulse Bay Chief in front of the bunch. Passing the Football Stand Miserrimus Doleful ran into second place. Going up the back straight the lead was still maintained by Mr. Hill's mount with Miserrimus Doleful and Pawnshop running level for second place, Gold Finch bringing up the rear. At the Village Bend the three leading ponies went away from the bunch. Coming into the home straight Pawnshop fell away. Repulse Bay Chief, who was not pressed throughout the race, won easily by three lengths from Miserrimus Doleful. Pawnshop finished third five lengths behind.

Time: 2mins. 24 1-5secs.  
Parimutuel. Cash Sweep.  
Winner: \$13.50 Ticket No.  
1. 6.70 282, \$2,594.00  
2. 10.60 102, 741.20  
3. 12.00 118, 370.60  
Unplaced starters (\$25 each): Nos. 666, 475, 543, 930, 4, 302.

## 10.—THE RACING STAKES.

Winner \$600. Second \$200. Third \$100.  
For griffins on date of entry and ponies that have never won a race. Subscription griffins of both classes of this season 1921-1922 allowed 5lb. Winners barred. (Jockey allowance.) One mile.

Hon. Mr. A. G. Stephen's Hutton, 148 lbs. (Mr. Pinkerton) 1  
Mr. A. A. Alves's Bolshavie, 155 lbs. (Mr. Knoll) 2  
Mr. H. Birkett's Sun Star, 149 lbs. (Mr. Doyle) 3  
Mr. John Bell-irving's Scamperdale (late Javelin), 155 lbs. (Mr. Bell-irving) 0  
Mr. Duds' Toyshop, 150 lbs. (Mr. Remedios) 0  
Sir Paul's Defiance Dahlia, 158 lbs. (Mr. Birkhill) 0  
Sir Paul's Jewel Dahlia, 152 lbs. (Mr. Soares) 0

This race proved to be one of the best of the day's programme. It was well fought from start to finish. The field got nicely away with Hutton going to the front. Going past the post for the first time the three leading ponies were Hutton, Sunstar and Jewel Dahlia. At the football stand the two leading ponies were struggling hard for first place with the two Dahlias bringing up the rear. In the back straight Hutton and Sunstar ran neck and neck for the first place. Rounding the village bend, Hutton took a slight lead, Jewel Dahlia falling badly away in the rear. Coming down the home straight Bolshavie crept up from fourth place to second and gained on the leader. There was a great fight for first place and Bolshavie made an exciting finish with Hutton and lost by only a neck, Sunstar being two lengths behind.

Time: 2mins. 11 3-5secs.  
Parimutuel. Cash Sweep.  
Winner: \$33.00 Ticket No.  
1. 7.60 517, \$2,593.50  
2. 6.50 545, 715.30  
3. 5.50 408, 357.50  
Unplaced (\$25 each): Nos. 676, 228, 704.

## 11.—THE JOCKEY CLUB STAKES.

Winner \$600. Second \$200. Third \$100.  
For China ponies. Griffins allowed 5lb. Subscription griffins of both classes of this season 1921-1922 allowed 10lb. Winners at this meeting 5lb. extra. One mile and a quarter.

Sir Paul's Honesty Dahlia, 152 lbs. (Mr. F. R. Vida) 1  
Sir Paul's White Star Dahlia (late Golden Knob), 152 lbs. (Mr. C. R. Birkhill) 2  
Messrs. G. H. Potts and Ellis Hayim's Mighty King, 155 lbs. (Mr. Hill) 3  
Mr. Henry Humphreys' Speckled Mouse, 155 lbs. (Mr. Knoll) 0  
Mr. Hector Sassoon's Roman Dawn (late Daybreak), 153 lbs. (Mr. E. Moller) 0

The field got away badly with Honesty Dahlia in front, White Star Dahlia and Roman Dawn being second and third respectively, and Speckled Mouse last. Passing the post for the first time, the order was slightly changed, Roman Dawn coming up to second place and White Star Dahlia falling back to fourth. Rounding the football stand bend Honesty Dahlia increased his lead by some four lengths. Up the back straight to the incline Mighty King ran into second place. Passing the Rock, Honesty Dahlia was leading by three lengths. The pony was not pressed and finished an easy winner with two lengths to spare. At the village bend White Star Dahlia regained its former place by passing Mighty King, and finished second with many lengths to spare from Mighty King. Speckled Mouse finished fourth and Roman Dawn last.

Time: 2mins. 43 2-5secs.  
Parimutuel. Cash Sweep.  
Winner: \$10.80 Ticket No.  
1. 7.00 479, \$2,420.60  
2. 20.10 533, 691.60  
3. 29.80 295, 345.50  
Unplaced (\$25 each): Nos. 315, 845.

## TO-DAY'S FAVOURITES.

Roman Pride is expected to win the Derby to-day. For the other places the choice lies between Sunstar, the Dahlia stable and Flying Mouse.

Stephanotis after his running in the Valley Stakes yesterday, is first favourite for the Subscription Challenge Cup. Mosaic Tile second favourite, and Bull Finch third.

In the Governor's Cup the honours would seem to be with Sir Paul's stable and Messrs. J. Bell-irving and J. J. Paterson's selection.

For the Foochow Cup there are a number of good ponies entered. Sir Paul's stable would have a chance with White Star Dahlia. Allied King and Ajax are also likely ponies.

For the Gymkhana Cup, Spotted Sand is favourite with Speckled Mouse and Scamperdale the danger.

## REVIVAL OF BOXERS?

## A NEW SECT IN HONAN.

The following is a translation from the Chinese Press:—

The poor Honanese! At present nearly every village in that province suffers from brigandage. The Troops, remember, they are Government Troops who live upon the taxes of the people—instead of giving the much-expected protection, are hand in glove with the banditti, or practically cannot do anything to check the activities of the "tufei." As a measure of self-protection, many villages have begun to train bodies of men in order to fight against the robbers. But most of these villages have no funds to purchase arms and ammunition, therefore there arises an order of men who lose no time in taking advantage of the people's needs and superstition by organizing a sect, known as "The Strong and Brave" (or "Golden Bell," or "Red Tassel"). These men preach that they can teach men to train themselves so that they will have the power of warding off bullets or cannon shots with their naked bodies. This sect has counted many followers in the various districts, such as Ju-Nan, Kwei Lin, Ju Wu, Yang Yeh, etc. Immense danger lurks behind this movement, and such bodies of men begin to become a real anxiety to the officials. It is reported that instructions from the Governor have already been sent out for the prohibition of such practices. If the various districts neglect the instruction, we should not much wonder if there were soon to be a revival of the Boxers!

The Royal Air Force Club has opened its new premises at 128, Piccadilly. It owes them to the generosity of Viscount Goudray, who it is estimated, has spent 234,000 in connection with it.

## THE TENNIS TOURNAMENT.

## HANDICAP SINGLES "A."

Further entries for the Hongkong C.C. Tennis Tournament are given below:—

C. Willson, (—3/8 bye); N. Nelson, (12/8 bye); C. F. Maltby (11/8 bye); J. W. Alabaster, (14/8 bye); G. W. Dodwell, (scr.); Major P. S. Tomlinson, (—1/8); A. B. Raworth, (—15/1); Surg. Lt. G. H. Hayes, (—3/8); R. M. Smith, (13/8); G. Miskin, (—2/8); C. C. Stark, (11/8); R. K. Valentine, (11/8); R. M. Henderson (scr.); E. G. Lammer (14/8); Major J. R. Lloyd, (—4/8); Capt. P. H. Davies (scr.); N. L. Smith, (15/8); G. W. Sewell, (—15/1); A. Breenley, (12/8); B. D. Evans, (—1/8); D. J. Valentine, (13/8 bye); J. B. Penman, (—15/3 bye); B. D. C. Morgan, (15/8 bye); F. Bevington, (11/8 bye).

## HANDICAP SINGLES "B."

P. W. Barker, (scr. bye); W. A. Cornell, (11/8 bye); G. F. Cabille, (14/8 bye); G. F. Cabille, (14/8 bye); G. H. Wilson (scr. bye); A. G. Simpson, (11/8 bye); C. G. Perdue, (—2/8); J. Boyd, (14/8); Pay-Comdr. F. Vining, (—15/1); F. M. Ellis, (11/8); A. S. Exell, (11/8); A. K. Mackenzie, (11/8); C. B. Brown, (scr.); W. J. Carrie, (14/8); G. H. Piercy, (14/8); E. L. Lender, (scr.); G. E. Ellams, (scr.); B. Crowley, (14/8); J. W. Moran, (—4/8 bye); D. M. Larkins, (14/8 bye); K. W. Lane, (—3/8 bye); C. V. Mark, (11/8 bye); L. de Leeuw, (scr. bye).

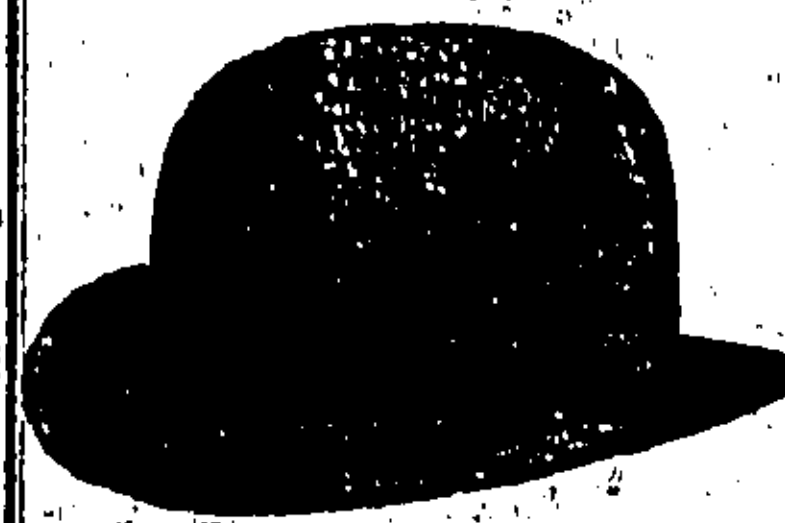
## HANDICAP DOUBLES.

D. M. Larkins and C. V. Mark, (11/8 bye); G. Miskin and C. Blaker, (scr. bye); J. W. Alabaster and G. M. Dodwell, (—1/8 bye); M. E. F. Airey and F. B. Piondten, (11/8 bye); F. A. Redmond and W. H. Roffey (—1/8 bye); F. Bevington and T. W. Hill, (15/8 bye); R. Hancock and E. Hancock, (—30/3 bye); J. W. Wood and C. Thorne, (scr. bye); G. E. Ellams and C. B. Brown (11/8 bye); G. F. Caville and L. G. Johnson, (15/8 bye); J. Boyd and W. M. Cox, (11/8 bye); Major J. R. Lloyd and A. B. Raworth (—15/1 bye); A. K. Mackenzie and B. D. Evans, (12/8 bye); W. J. Carrie and C. G. Perdue, (11/8 bye); Lt. A. S. Lindsell and Lt. Bowen, (—5/6); Capt. P. H. Davies and Capt. C. O. Oliver, (—5/6); P. W. Barker and A. T. Stubbs, (13/8); L. de Leeuw and K. W. Lane, (14/8); L. Nelson and Capt. K. Tomory, (14/8); H. A. Nott and H. S. Bennett, (15/8); Surg. Lt. G. H. Hayes and C. Willson, (—5/6); G. G. Piercy and A. Piercy, (11/8); R. M. Henderson and E. B. Reed, (12/8 bye); W. A. Cornell and R. Stock, (11/8 bye); A. Breenley and H. E. Smith, (12/8 bye); J. B. Penman and G. R. Sayer, (—15/2 bye); G. H. Wilson and C. D. Lambert, (11/8 bye); C. C. Stark and B. D. C. Morgan, (15/8 bye); Major P. S. Tomlinson and A. D. Ball (—4/8 bye); J. W. Moran and O. J. Cooper, (12/8 bye); R. M. Smith and F. A. Dinsdale, (—1/8 bye); Pay-Comdr. F. Vining and G. W. Sewell, (—2/8 bye); A. S. Exell and A. G. Simpson, (11/8 bye); E. G. Lammer and J. A. Worswick, (14/8 bye); Lt.-Col. Greer and Engr.-Capt. Garwood, (scr. bye); R. K. Valentine and D. J. Valentine, (12/8 bye).

## MIXED DOUBLES.

F. A. Dinsdale and Miss D. M. Smith, (13/8 bye); O. C. Stark and Mrs. Stark, (11/8 bye); H. A. Nott and Miss Wentworth, (scr.); H. S. Bennett and Mrs. A. G. Simpson, (11/8); N. L. Smith and Mrs. N. L. Smith, (12/8); Lt. A. S. Lindsell and Mrs. A. S. Lindsell, (—15/1); P. P. J. Wodehouse and Mrs. Wodehouse, (14/8); C. Thorne and Mrs. Thorne, (12/8); Major P. S. Tomlinson and Miss Verrall, (—3/8); Surg. Lt. G. H. Hayes and Dr. G. Turner, (—4/8); D. J. Valentine and Mrs. Forrest, (14/8); R. M. Smith and Mrs. R. M. Smith, (8/8); C. G. Perdue and Mrs. Cavalier, (13/8); C. B. Brown and Mrs. Armstrong, (—30/3); G. H. Wilson and Mrs. A. E. Crappell, (11/8); G. E. Ellams and Mrs. C. B. Brown, (11/8); Major J. R. Lloyd and Mrs. Winslow, (—15/1); E. Grimbale and Mrs. Grimbale, (13/8); Major O. Willson and Mrs. Bowden-Smith, (—15/1); E. B. Reed and Mrs. Reed, (11/8); V. M. Grayburn and Mrs. Grayburn, (14/8); C. B. Brown and Mrs. Stevens, (11/8); G. E. Sayer and Mrs. Sayer, (—2/8); B. D. Evans and Mrs. H. Griffin, (12/8); A. D. Ball and Miss Harrison, (—3/8 bye); F. A. Redmond and Mrs. Laws, (—15/8); G. W. Sewell and Miss H. Irving, (14/8 bye).

## EVERY REQUIREMENT IN MEN'S WEAR FOR THE RACES.

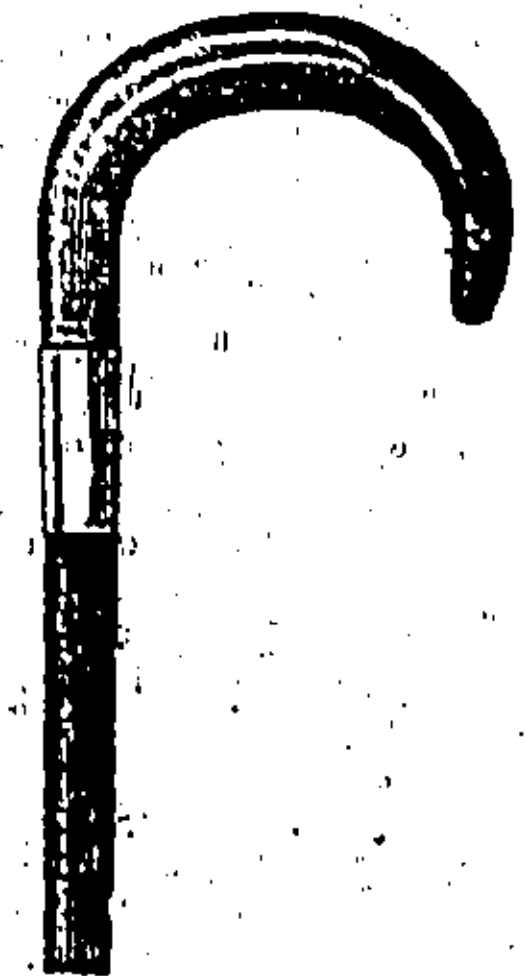


LINCOLN BENNETT'S  
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NEWEST STYLES IN "BURBERRYS"  
SPRING OVERCOATS. THE IDEAL COAT  
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Sold in quarts, 1 and 1 gallon tins

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## ORCHESTRA &amp; BAND RECORDS JUST RECEIVED

11360 SCHUBERT'S UNFINISHED SYMPHONY PARTS 1 & 2  
11361 CHRISTMAS MEMORIES PARTS 1 & 2  
11362 MARCHES LORRAINE REGIMENT OF SABRE & MEUSE  
11363 THE DANCES FROM HENRY VIII PARTS 1 & 2  
11364 THE POLICEMAN'S HOLIDAY JUST PUSHING R JUND

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NEW STOCK OF

ENGLISH AND AMERICAN TRAVELLING CRUNKS

LADIES' HAT CASES

LINEN CABIN BAGS

AND HOLDALLS.

TRAVELLING RUGS.

For this month only we are allowing a discount of 10%

for cash off all travelling requisites.



## NEW ADVERTISEMENTS

## THE TACK KEE CLUB.

(Now selling cash sweep).  
HONGKONG DERBY 1922.

AS the above has not been fully subscribed the directors have decided to cancel the same and to redeem all tickets.  
Holders of tickets should apply to the above club on the race course during the races. The place of payment thereafter will be advertised.

## TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the Hongkong & Shanghai Banking Corporation intends at an early date to apply to the Legislative Council of Hongkong for a Bill authorising the Corporation from time to time to increase the capital of the Corporation from the existing limit of \$2,000,000 to a total of \$5,000,000 and to increase its ordinary note issue to \$3,000,000 and making certain modifications in the existing regulations regarding the deposit of security in respect of its notes.

Dated this 17th day of February, 1922.  
JOHNSON, STOKES & MASTER  
Solicitors for and on behalf of the  
Hongkong & Shanghai Banking Corporation.  
(453)

## WISEMAN, LIMITED.

NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed on Tuesday the 25th of February 1922, on which date, no transfer of shares can be registered.

By Order of the Board of Directors.  
D. E. KHARAS,  
Secretary.  
Hongkong, February 18th, 1922. (481)

## KOWLOON RESIDENTS' ASSOCIATION

THE Annual General Meeting of members of the above Association will be held at St. Andrew's Hall, Kowloon, on Tuesday the 28th day of February, 1922, at 8 o'clock p.m. for the purpose of receiving a statement of Accounts and the Committee's report for the year 1921 and to elect a Committee for the current year.

C. A. de ROZA,  
Acting Hon. Secretary.  
Kowloon, 20th February, 1922. (458)

## NOTICE.

NOTICE IS HEREBY GIVEN that we have used a certain Trade Mark or Label with the word "FORMAZONE" thereon in connection with certain mineral water manufactured by us and that we have, as from the 18th day of February, 1922, discontinued the use of such Trade Mark or Label.

CONNAUGHT AERIAL WATER  
LTD.  
(483)

## KULANGSU MUNICIPAL COUNCIL.

ROAD CONSTRUCTION.  
THE KULANGSU MUNICIPAL COUNCIL intend to lay out of 5,000 square yards of road surfacing of a similar composition to that used on roads in the Peak district, Hongkong.

Should the experiment be found to be a success the Council intend to surface all roads in the Settlement in this manner.  
Further particulars can be obtained on application to the undersigned.

G. H. REED,  
Secretary.  
Kulangsu Municipal Council.  
(456)

## TO LET.

3 NEW OFFICE ROOMS in Central Location from 1st April. Apply SANG KEE & Co. Comptroller Department,  
Hongkong & Shanghai Bank, Des Voeux Road entrance. (459)

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

Due 21st inst. From EUROPE VIA STRAITS  
CONSIGNEES of cargo for Hongkong per a.s. "TOYOHASHI MARU" are hereby notified that owing to the strike of Cargo and Wharf Coolies, Cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA.  
Agents.  
Hongkong, February 20th 1922. (421)

## THE BEN LINE STEAMERS LIMITED

SS "BENBEOCH"  
From LEITH, ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

CONSIGNEES of cargo per the above mentioned steamer are hereby notified that owing to the existing strike conditions cargo for Hongkong is being carried on to Shanghai where it will be landed and whence it will be returned to Hongkong when conditions at this port permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance etc.  
GIBB, LIVINGSTON & CO. LTD.  
Agents.  
Hongkong, 20th February, 1922. (480)

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

## NOTICE TO CONSIGNEES.

FROM CALCUTTA AND STRAITS.

## CONSIGNEES of cargo for Hongkong per

a.s. "LAISANG"  
are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be carried overland and landed at Shanghai and will be returned to Hongkong when conditions at this port permit.

JARVINE, MATTHEWSON & CO., Ltd.  
General Managers.  
Hongkong, 20th February, 1922. (482)

## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES.

SERVICE CONTRACTUELS DES  
MESSAGERIES MARITIMES.

CONSIGNEES of cargo for Hongkong per a.s. "ANDRE LEBON" are hereby notified that owing to the strike of Cargo and Wharf Coolies, Cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly.

R. RODENFUSER,  
Acting Agent.  
Hongkong, February 20th 1922. (464)

## "GLEN" LINE LIMITED.

## NOTICE TO CONSIGNEES.

M. V. "GLEN" From UNITED  
KINGDOM AND CONTINENT.

Owing to the strike of SEAMEN, Consignees are hereby notified that Hongkong Cargo will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARVINE, MATTHEWSON & CO., Ltd.  
Agents.  
Hongkong, 20th February, 1922. (465)

## STRETHERS &amp; BARRY.

## NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS  
ANGELES via HONOLULU, JAPAN  
PORTS & SHANGHAI.

## THE Steamship

"WEST CHOPAKA"  
having arrived from above ports on Monday, February 20th, 1922. Consignees are hereby notified to present their Bills of Lading in exchange for Delivery orders and take immediate delivery from alongside steamer. All cargo not taken delivery of from the steamer by the 21st February will be landed into the hazardous and/or extra hazardous godowns of the Hon. Shan Godown Co., Kennedy Town, at their risk, whence delivery may be obtained.

Storage will be ascertained on cargo remaining undelivered after Monday, February 27th, 1922. All broken, chafed and damaged cargo will be examined at the Hon. Shan Godown, Kennedy Town, on Monday, February 27th at 10.30 a.m. Consignees of Cargo per a.s. "West Chopaka" are advised that same is arriving Hongkong by the a.s. "West Chopaka" having been transhipped at Shanghai to the latter vessel. No claims will be recognised after goods have left the steamer or godown, and none will be entertained if presented later than ten days after arrival of steamer.

No Fire Insurance whatever will be effected.

STRETHERS & BARRY,  
Agents.  
U.S.S.B. Emergency Fleet Corps  
Hongkong, 20th February 1922. (457)

## NOTICE.

R. E. H. RAY will continue to carry on business in his own name as Ship, Freight & General Broker.

E. H. RAY, (445)

## NOTICE.

THE PARTNERSHIP heretofore existing between EDWARD HENRY RAY and PETER JAMES FALCONER as Ship, Freight & General Brokers, under the style or name of RAY & FALCONER, was dissolved by mutual consent on 31st December, 1921.

E. H. RAY,  
P. J. FALCONER.

## NOTICE.

NG KWAN alias A KWAN having left the services of this Company, we beg to draw the attention of our clients not to hand over Typewriters, Machines etc., to be cleaned and or repaired to any one unless on production of a card signed by us.

RAMSEY & CO.  
Hongkong, 18th February, 1922. (441)

## PUBLIC AUCTION

The Undersigned have received instructions to sell by public auction, on

TUESDAY, WEDNESDAY and THURSDAY,  
the 7th, 8th and 9th MARCH, 1922,  
at H. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,  
etc., etc.,

Comprising—  
Life Boats, Dingies, Whalers, Culls and Electrical Fittings, Electric Cable, Cooking Stoves, Ships' Engines, Iron Beds, Mattresses and Pillows, 10 Chester's Steel Tanks, Life Buoy, Life Bells, Motors, Carpets, Rugs, Mats, Table Covers, Blankets, Canvas Hoops, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Asbestos, Old Iron, Brass, Copper, Lead, Gun Metal and Steel, Coal Sacks, Firewood, Iron, Wood and Gun Metal Blocks, Lamps, Searchlights, Gauges, Propellers, Fan Engines, Steel Tubes, Steel Wire Rope, Oil, Chain Cable, Compasses and Compass fittings etc.

A quantity of Structural Steelwork sufficient for a complete shed, 60 feet by 25 feet and sundry other steelwork, and rain water pipes, gutters, etc.

Lots may be inspected on Monday, the 6th March, 1922.

Also sale of Old and Surplus Vessels, Stores at Kowloon Naval Depot, on FRIDAY, 10th MARCH, commencing at 9.30 a.m.

Consisting—A Rabbit, Salt Peas, Beans and biscuits for cattle or poultry food, Serge, Flannel, etc., Remnants, Hammocks, Bedding and sundry Articles of Clothing and Mess Gear.

Terms of Sale—As detailed in Catalogue.

HUGHES & HUGHES,  
By Appointment Auctioneers to the Admiralty,  
Hongkong, February 2nd, 1922. (398)

## INTIMATIONS

## HONGKONG JOCKEY CLUB

## RACE MEETING 1922.

TUESDAY, WEDNESDAY AND SATURDAY.  
FEBRUARY 21st, 22nd AND 25th.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WATSON, Ltd., or at the Gate, Price \$12 for the Meeting or \$4 per day. No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.  
H. BIRKETT,  
Clerk of the Course.  
Hongkong, 11th February, 1922.

## HONGKONG JOCKEY CLUB

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.  
A Stand and Enclosure will be reserved for Members' Wives and Families; tickets are now ready and may be obtained from Messrs. Linstead & Davis. All tickets must be produced to gain admission.

H. BIRKETT,  
Clerk of the Course.  
Hongkong, 11th February, 1922.

## HONGKONG JOCKEY CLUB

PASSES for Servants will be issued on application to the Undersecretary.  
No Servants will be allowed inside the ENCLOSURE of the Race Course during Race Days WITHOUT TICKETS, which can be had on application to the Undersecretary.  
These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.  
Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

H. BIRKETT,  
Clerk of the Course.  
Hongkong, 11th February, 1922. (400)

## A. S. WATSON &amp; CO., LIMITED.

## NOTICE.

## RACE MEETING.

ON MONDAY, TUESDAY & WEDNESDAY, the 20th, 21st and 22nd Feb., all Departments will be CLOSED at 1 P.M.

The Hongkong Dispensary will be opened for the purpose of dispensing prescriptions from 6 P.M. to 7.30 P.M.

A. S. WATSON & CO., LIMITED.  
Hongkong, 16th February, 1922. (435)

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the year ending 31st December 1921, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling per Old Share and Two Pounds Five Shillings Sterling together with a Bonus of Fifteen Shillings per New Share is payable on and after the 20th day of February 1922, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.  
A. G. STEPHEN,  
Chief Manager.  
Hongkong 18th February, 1922. (463)

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed from WEDNESDAY, the 22nd of February, to THURSDAY, the 23rd of February, 1922, both days inclusive, during which period no transfers of shares of shares can be registered.

By Order of the Board of Directors,  
M. MANUS,  
Secretary. (387)

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of HUMPHREYS ESTATE AND FINANCE CO., LTD. will be held at the Hongkong Hotel on Friday the 3rd day of March 1922 at 11.30 O'clock in the forenoon when the proposed Resolutions will be proposed as Extraordinary Resolutions.

That Article 105 of this Company's Articles of Association be altered as follows—  
(a) By the insertion of "\$10,000" in the place of "\$3,000" in the fifth line thereof.  
(b) By striking out in the ninth and tenth lines thereof the words "for each financial year of the Company" and inserting in place thereof the words "in every year wherein such profits shall not exceed in the aggregate the sum of \$10,000, and a commission of ten per cent per annum on all the net profits of the Company in excess of that sum."

2. That the above Resolution (No. 1) be retrospective and take effect from the 1st day of January 1922.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting and such Meeting will be held on Monday the 20th day of March 1922 at the same time and place for the purpose of considering and if thought fit confirming such Resolutions as Special Resolutions accordingly.

Dated the 16th day of February, 1922.  
By Order of the Board,  
JOHN D. HUMPHREYS & SON,  
General Managers. (429)

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at 88, Queen's Road, Central, Hongkong, on FRIDAY, the 3rd MARCH 1922 at 11 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ending 31st December, 1921, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 22nd February, 1922, until Friday, the 3rd March, 1922, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 17th February, 1922. (444)

## INTIMATION

## WATSON'S

## "E"

## WHISKY.

The price of this Whisky is higher than many imported cased Whiskies, because it costs more, and is better. You get real value because you are not paying the cost of world-wide advertising.

## SOLE AGENTS—

A. S. WATSON & CO. LTD.,  
Wine & Spirit Merchants.  
ESTABLISHED 81 YEARS.

## TELEPHONE 616.

## BIRTH.

KING.—On February 19th, at Tsai Shin Tsai, Kowloon, the wife of T. H. KING, of a daughter. (467)

## DEATHS.

CURTIS.—At Lucerne, Switzerland, on January 6th, Cecil Harold CURTIS, only son of Mr. St. John CURTIS, C.M.S.N. Co., in his 14th year. (By cable).

FLEMINGS.—At Shanghai, on February 13th, PHILIP STANLEY, son of Mr. and Mrs. S. FLEMINGS, age 4 months.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, FEBRUARY 21st, 1922.

## THE KEY TO JAPAN'S FOREIGN POLICY.

The suggested introduction of coloured labour in North Australia was mentioned in yesterday's cables as having "assumed significance." Coloured labour, in this connection, means, to a large extent, Japanese labour. The Prime Minister of New South Wales urges that the movement should be vigorously combatted. If it be asked what is the reason for Japanese emigration in so many directions the answer invariably returned by Japanese writers is that Japan is becoming overpopulated and can no longer support all her people within her own boundaries. That has been a reason assigned for Japanese political aggression in Korea and in China. Mr. PUTNAM WEALE has recently written: "It is not true that these regions are necessary for the overspill of the Japanese population, for they are densely populated and are not attracting Japanese immigrants. Korea, which has been under the Japanese heel for seventeen years, has to-day less than 100,000 Japanese immigrants, or a net increase of 400,000 persons since the Russo-Japanese War. During that period the Korean population has increased by over 3,000,000, and in less than two decades the land will be far more crowded than Japan. In the case of Manchuria, experience has not only conclusively proved that the Japanese cannot compete as farmers with the Chinese—that is, they cannot go on the land—but in petty trade the Chinese are outstripping them, the Japanese being able to retain their hold only by a system of preferential treatment and anti-Chinese regulation," etc.

The exemption of cloth of native manufacture and hand-made cotton material in China has been extended for a further period of twelve months, dating from January 1st last.

It is proposed to organize a "Raw Silk Investigating Bureau" at Canton for the purpose of examining and classifying the product and improving the methods of silk manufacture.

The Board of Directors of the Shanghai Tag and Lighter Co. have decided to recommend a final dividend of 3 1/2 per cent on 10,000 preference shares and 4.75 per cent on 20,000 ordinary shares.

A strike has been threatening on the Kwangchow section of the Canton-Hankow railway. The Managing Director has made an offer of an increase of \$3 per month in the pay of station masters; \$2 for clerks, and \$1 for coolies. It is believed that the offer will be accepted.

If that is a correct statement, where can Japan's surplus population look for a home? We have seen it contended that in Japan there is still plenty of room to accommodate her growing population. Japanese statistics, however, go to prove the contrary. On this subject there is an illuminating article in the December number of the American Review of Reviews by a Japanese contributor. He begins by saying that Japan has no colony where she may send her surplus population or where she can find sufficient raw material for her industries. By the united efforts of the Western nations, the Japanese are forbidden to migrate to any of the countries where the best opportunities await honest workers. The topography of Japan is such, he says, that only a very small percentage of her area is adapted to farming. The average density of population is 366.2 per square mile; if Hokkaido, the northern island, with 77.0 per square mile (compare California's 22) be left out, the average is 455.2. Compare this with corresponding figures for other countries. Belgium, with its 559 inhabitants to the square mile, is the most thickly populated country. Holland, with 474 per square mile, and England, with 370, come next, followed by Italy's 316 and France's 193. But the European countries, whose density at home is greater than that of Japan, have each acquired extensive colonies, which either afford room for immigration or store abundant resources. Germany, which clamoured for a "place in the sun," in spite of her absolute freedom of emigration, had in 1915 a density of some 310 per square mile. In Japan, according to Mr. KAWAKAMI, the land has for long been so intensively cultivated that the law of Diminishing Returns has begun to assert itself. "To-day the soil of Japan is no longer capable of feeding its own population." In Japan, the agricultural land is only 25 per cent of the total area. Great Britain has 77.2 per cent, Italy 73.25, France 69.3, Germany 64.8, the U.S. 46. There is practically no land in Japan that can be reclaimed or developed. Before Japan opened her doors to foreign intercourse, her population had remained almost stationary, he says. During the seventeenth and eighteenth centuries the Japanese population neither increased nor decreased to any appreciable extent. In 1621 it numbered some 25,621,000. In 1850 this increased to 27,000,000; that is, an increase of 861,379,000 in 230 years. The foreign pressure and competition which followed the opening of the country awakened the virility which had been dormant under a stagnating influence of a rigid feudal system, and infused new vigour into the life of a nation which had remained a hermit. Between 1870 and 1920 the population rose from 33 to 56 millions. These statistics, if they are reliable, are certainly very remarkable. One may be inclined to think that prior to the Reformation in Japan, census-taking may not have been so reliable as it has been since. If the population of Japan has more than doubled in fifty years, and the average rate of increase is still being maintained, it is obvious that the Government is confronted with a serious problem. And if the waste regions of the earth are closed against her surplus population, she has, in order to support her growing population, to devote herself the more assiduously to the development of manufacturing industries, and this she can do only by exploiting the natural resources of other countries, for she is herself inadequately endowed in this respect. The foregoing figures supply the key to all Japan's external policies.

Commander Andre Epile Barbieres, formerly in command of the French sloop *Affair* died somewhat suddenly last week in the Hospital Sainte Marie, Shanghai. The officer, who was only 44 years of age, had been ill only a few days.

It is stated that Mr. R. C. Morton, formerly of Hongkong and later general agent for the Pacific Mail Steamship Company at Manila has been appointed general manager for the Far East of the United States Shipping Board. Official confirmation of the appointment, however, has not yet reached the East.

The marriage of Mr. C. Cumberworth Todd and Miss Madeleine Hillier, daughter of Mr. E. G. Hillier, Peking Agent of the Hongkong and Shanghai Bank and British representative of the new Consortium, will be solemnized at the Church of St. Michel, Peking, on February 25th.

A Shanghai racing fixture card for 1922 shows that there are to be 33 days of racing through the year, of which four have already been worked off. The Shanghai Race Club will have 14 days, the International Recreation Club 18 and the Paper Hunt Club one. The recuperating interval is from June 8th to September 23rd.

It is stated that the Canton Bureau of Finance has decided to introduce taxes on business houses. Those required to pay in advance include the Canton Waterworks, Canton Electricity Works, the Sincere Co., the Sun Co., M. C. San & Co., and Wing On Co.

In recognition of his services to China, Mr. W. H. Donald, Associate Chief of the Chinese Government Economic Bureau in Peking and Shanghai, has been decorated by the President with the second class Order of the Chiaho. It is reported that Mr. Lenox Simpson will be similarly decorated by the President shortly for his services to China during the recent Disarmament Conference in Washington.

On Saturday two customers in an eating house in Yau-mat-ee perhaps feeling that they were not getting their money's worth, held up the staff at pistol-point and left with the contents of the till about \$30. The book-keeper was shot at; a bullet embedded itself in his chair but he escaped without injury.

The Manager of the Kowloon Motor Bus Company states that in the early hours of Sunday morning his flat was entered by a burglar, who stole a gold watch and chain, two bangles, four Chinese scrolls, a quantity of clothing and a purse containing some money. The total loss is estimated at \$205. The door had been forced open.

After being knocked down by a ricksha, a boy went to hospital with a broken arm. On Saturday, a Chinese boy wounded another in the leg during a quarrel in Western Market. On Sunday, a man who had been bitten by a dog received treatment at the Government Civil Hospital. "The dog it was that died": the police saw to that.

For further service on the China station, the river gunboats *Tarantula*, *Cricket*, *Cockchafer*, and *Manitis* are to be recommissioned. The new crews for the *Cricket* and *Cockchafer* will be supplied from Devonport Depot, and those for the *Tarantula* and *Manitis* by Chatham Depot. Com. C. J. Crocker will recommission the *Tarantula*, and will succeed Com. E. B. Cleote as senior officer of the West River.

A man and his wife were robbed on the highway at Kowloon City on Saturday, by four or five men armed with bamboo cudgels. A ricksha coolie, on Saturday night, had a similar experience in the same district. A gang stopped him and took away his day's takings—70 cents—and his license. It is not thought that any member of the gang intends to impersonate the coolie and draw a ricksha about. That method of getting a living would strike the robbers as too laborious.

Heavy fines were imposed at the Old Bailey on an old-established City Chartered Accountants' firm found guilty of falsifying the income-tax returns. One partner, Piatullo, was sentenced to pay \$5,000, and the other, Ford, \$1,000. A clerk named Wilkie also slightly participated and was fined \$300. They were all ordered to be kept in prison until the fines were paid.



## CABLES.

LATEST CABLES.  
(THROUGH REUTER'S AGENCY.)

## MORE TROUBLE IN IRELAND.

REVOLTS IN LIMERICK AND TIPPERARY.

LONDON, February 20th.

The recent assertion of Mr. Collins that a coup d'etat was being prepared in South Ireland is corroborated by a remarkable manifesto issued by the South Tipperary brigade of the Irish Republican Army repudiating the authority of the Provisional Government and the I.R.A. headquarters as inimical to the republic. A similar revolt has broken out in East Limerick. De Valera, continuing his anti-trait campaign, spoke at Cork, claiming that the I.R.A. favoured his policy. The I.R.A. is "seizing" cattle, motors, and other goods in South Tipperary on account of unpaid levies. The I.R.A. at Cork burned Dublin newspapers because a correspondent alleged intimidation in the appointment of delegates to the Ardheis or All-Ireland Sinn Féin convention to-morrow.

EARLIER CABLES.

## SINN FEINERS RELEASED.

LONDON, February 19th.

The Union in Ireland has been further relaxed by official news that the Viceroy has ordered the release of a party of Sinn Féiners whose arrest by Ulsterites while proceeding, it is said, to a football match at Londonderry, has been the cause of much agitation in South Ireland. On the other hand, Mr. Collins has ordered the release of eighteen further kidnapped Ulsterites.

LATEST CABLES.

## THE GENOA CONFERENCE.

VIEWS OF TCHECO-SLOVAKIAN PRIME MINISTER.

PARIS, February 20th.

In an interview with *Le Journal* the Tchecho-Slovakian Prime Minister, M. Benes, said that nothing satisfactory was to be expected from the Genoa Conference if it was unduly hurried. The programme should be carefully digested. In any event, no plan for Europe's reconstruction can succeed outside of France's and Britain's co-operation. — *Havai.*

## FRENCH PRESS INDIGNANT.

GREEK SEIZURE OF FRENCH STEAMER.

LONDON, February 20th.

The French press is indignant at the Greek seizure in Greek waters, of a cargo of coal on the French steamer *Espoir*, which was bound for Messina, on the ground that it was contraband of war. The press points out that the incident is unfortunate as the Allies were about to offer to mediate in the Turco-Greek War.

The French Government in a Note to Greece demanded the release of the *Espoir*, Greece replying that despite her friendship towards France she cannot endanger the safety of the Greek army. She concludes by saying that the *Espoir* will be released after discharging her cargo.

## ADMIRALTY ECONOMIES.

REDUCING THE NUMBER OF ADMIRALS.

LONDON, February 20th.

In accordance with the policy of economy the Admiralty, in August, proposed to reduce the number of Admirals allowed on the active list from ninety-two to seventy-seven. It is believed that this step will not affect the three Admirals of the Fleet, namely, Admirals Jellicoe, Beatty, and Wemyss, who are surplus to the establishment specially promoted for war services, also four Rear-Admirals seconded for service under Dominion and foreign governments.

BANQUE INDUSTRIELLE.  
M. REGNOLD FAVOURS  
REFLOTATION.

PARIS, February 17th.

When the matter of the Banque Industrielle de Chine came before the Senate Committee on Foreign Affairs, the Reporter, Mons. Regnold, made a strong plea in favour of the acceptance of the Government's plan to refloat the Banque. The debate is to be resumed next week. — *Havai.*

## A DRASTIC BILL.

PARIS, February 19th.

M. Jeanneney's report recommending the adoption of the Banque Industrielle Bill, which was unanimously passed by the Finance Committee, lays down the conditions for any acceptance of a definite project to refloat the Bank.

These include, according to the *Matin*, energetic prosecution of the guilty parties, payment of the uncalled part of the company's shares, drastic changes in the Bank's directing staff, both in regard to the Board and the high officials, an exact revaluation of the Bank's liabilities, future State control of the Bank, and recovery of unpaid debts.

Several Senators have already intimated their intention to oppose the Bill at the public debate on the 28th inst.

PRINCE OF WALES AT  
DELHI.

THE HARTAL CALLED OFF.

DELHI, February 19th.

The Prince of Wales had an enthusiastic reception, the streets being decorated and packed with spectators, who were officially estimated at a hundred thousand. The success of the visit broke the Hartal in the native city, which the Non-cooperators' organisation called off.

The Prince, who is residing in a charming little house specially built for him in the grounds of the Viceregal Lodge, unveiled the All-India Edward the Seventh Memorial amid an impressive spectacle.

The Royal Highness was entertained by the Viceroy at a State banquet of great splendour, at which he was formally welcomed to India by the Viceroy.

INDIA'S MILITARY  
STRENGTH.COMMANDER-IN-CHIEF, ON  
ATTEMPTS TO REDUCE  
EXPENDITURE.

DELHI, February 19th.

Lord Rawlinson (Commander-in-Chief of the Army in India), in a statement to English and Indian journalists, explained the necessity of stronger armaments in India. He declared that 120,000 splendid well-armed fighters, and pointed out that the British troops in India and the Indian Cavalry had been already reduced. The military have been called out twenty-four times in February to assist the police.

India's contribution to naval defence is only £100,000. He had done his utmost to reduce expenditure on the Army, but declined to exceed the safety limit.

## SHOOTING IN CAIRO.

TWO BRITISHERS KILLED IN  
RIOTING.

LONDON, February 19th.

Lord Allenby is about to go to Egypt to communicate to the Sultan the Egyptian agreement. This is unofficially stated to provide for the abolition of the Protectorate and the establishment of the full responsible government, with safeguards for imperial communications and protection of foreigners. There has been a series of anti-British revolver attacks at Cairo resulting, so far, in two deaths—those of Mr. Alfred Brown, Controller-General of the Ministry of Education, and an engineer, Mr. Michael Jordan, a New Zealander employed with a French firm. Two other British officials were wounded, but not seriously.

## BRITAIN IN THE EAST.

LORD NORTHCLIFFE IS  
OPTIMISTIC.

MANCHESTER, February 19th.

Replying to a welcome, Lord Northcliffe declared that he was convinced, despite serious Indian, Egyptian and Far Eastern problems, that the British Empire and British share of commerce in Far Eastern countries were never in a relatively more hopeful condition. France was the second colonising Power in the world. She had territories which were models of organisation, but some of them were insufficiently known to the British, or to the French themselves.

THE SEAMEN'S STRIKE.  
GOVERNMENT REPLY TO SEAMEN'S  
LATEST REPRESENTATIONS.

Three of the four delegates from the seamen at Canton returned to the city yesterday afternoon carrying with them the Government's reply to the proposals made as the result of the various conferences held at the end of last week.

The Secretary for Chinese Affairs, seen yesterday, stated that the proposals laid before the Government and considered by them during Sunday, and yesterday morning, were as follows:—

First, requesting the Government to appoint arbitrators at once to decide with justice what the rate should be, on the basis of the figures proposed by the owners and the seamen, such decision to be binding on both parties. The names of the arbitrators should be approved by both parties before appointment.

Secondly, the seamen will return to Hongkong and resume work after the decision of the arbitrators has been made known and thereupon the Government will cancel the order for closing their union and return to them all things taken away and permit them to use the old name and address. The remaining items to be left entirely to the arbitrators.

The Government reply to this is:—

On the question of opening the Union, this remains as in the last proclamation. Regarding arbitration, I.E.E. the Governor will be prepared to consider any method of nominating arbitrators for his final decision that may be agreed upon between the two parties.

The important point made in this reply is that the Government adheres to its original offer to reinstate the Union on the men giving "proof of freedom from lawlessness" by returning to work and removing the influence which prevents other strikers from doing the same.

OWNERS' OFFER TO BE TAKEN AS A  
MINIMUM.

The shipowners have agreed to the seamen's request that the increases offered by the owners shall be regarded as the minimum from which the arbitrators will work. In conceding this they have not made, probably, any great surrender for, in the general opinion, the owners' offer tended to become a minimum directly it was announced.

SHANGHAI CHINESE AND THE  
STRIKE.

A PROPOSED ORGANISATION.

At a meeting of the Cantonese Provision Merchants' Guild, reported in the Chinese Press of Shanghai, it was decided to draft a letter to be sent to the local shipping companies to the effect that consignees would hold the shippers responsible for delay in the delivery of perishable cargo caused through the seamen's strike in Hongkong.

On Monday of last week two representatives of labour organizations supporting the seamen on strike in Hongkong interviewed an official of the Shanghai Municipal Police. The delegates were given to understand that the authorities would countenance the organization of various bodies in sympathy with the aims of the men, but were warned that immediate action would be taken against any movement threatening the peace and good order of the Settlement.

The Shanghai Labourers' League has sent a gift of \$1,000 towards the relief of strikers in Hongkong.

A Hongkong telegram to the *Shanghai Journal of Commerce* states that unions of merchants in Canton held a meeting during the week, the outcome of which was the modest demand that the tariffs be increased on the Canton-Kowloon, Canton-Hankow and other railways, and the surplus receipts thus obtained appropriated to strike funds at Hongkong.

## A CANTON COMMENT.

The *Canton Times* in a leading article, on the strike says:—

As usual, the real sufferers from the strike are those who have had nothing to do with it and could not prevent what took place. It has been pointed out time and time again that the Chinese are the hardest hit by this strike. The loss in money and the waste in commodities has been enormous. When the province can ill afford such losses, how can any one in his sober sense wish to prolong the strike?

It has been said the Chinese are always ready to compromise. Many apparently impossible situations have been solved because of this tendency on the part of the Chinese, not to push things to extremes. A door is always left open so the party who gets the worst of an argument may retreat from his position gracefully, and without the complete loss of face.

(Continued at foot of next column.)

GERMAN FLEET AT SCAPA.  
HOW IT WAS SUNK.

Admiral von Reuter's account of the manner in which the German Fleet in turned at Scapa was sunk while under his charge is published in full in the January number of *Cassell's Magazine*.

As early as March, 1919, the Admiral says, a shrewd suspicion arose among German officers that England did not intend to return the ships on the conclusion of peace, and with his Chief of Staff he considered and discussed what measures should be taken if this should prove to be case. "It would," he says, "have been treason on the part of us officers to hand over the German fleet to England, even though the ships were out of action and we were unarmed. At the beginning of the war the All Highest had expressed the wish that no disabled ships should be allowed to fall into enemy hands. On these grounds it was our duty, if a fresh outbreak of hostilities threatened, to destroy—that is, to sink—the ships. The new Government had not rescinded this order."

It was feared that the attempt to sink the ships would be frustrated by malcontents among the German crews revealing the plot to the British; and steps were therefore taken to secure a reduction of the crews. At the end of May," says the Admiral, "I sent a wireless message to the Admiralty in Berlin asking them to send ships to fetch away 3,700 of the crews early in June. This wireless was submitted to the British Admiral and sent with his consent. These men were fetched home on June 15th and 17th, and the reduction thus effected left us with crews of seventy-five on the large cruisers, fifty on the battleships, twenty on the small cruisers; the numbers left on the torpedo boats were determined by the officer commanding them."

On June 17th when the last of the doubtful members of the crews had been shipped home on German transports, the orders for sinking were sent out to the ships. As I feared to attract attention if I sent them by my own boat, most of them were despatched by the British packets."

The orders, which were addressed "to officers only," began as follows: "All necessary preparations for the sinking of the ships are to be made at once, so as to make sure that on receipt of an order the ship may sink as quickly as possible." Precise and detailed instructions followed as to the measures to be taken, and the order concluded with the words: "It is my intention to sink the ships only if the enemy should attempt, without the consent of our Government, to take possession of our fleet." On June 20th the Admiral received information from two sources that members of the crews were becoming suspicious about what was in preparation; and eventually it was decided to inform the crews of the scheme, "even at the risk of treachery."

The order, already issued was amplified and a letter to the state of mind of the crews, and this new edition was despatched to the ships and torpedo boats. Meanwhile the Admiral was under the proviso of a financial arrangement, to surrender not only the surface warships, but all ships of the line.

"For the second time, therefore, within a brief period," the Admiral says, "the German fleet had been humiliated by being offered for sale. I was most deeply hurt by the fact that for all these last months we had been upheld by the belief that the Government would insist upon the return of the ships. Instead of that it had offered even more than the Entente demanded."

Admiral von Reuter accordingly wrote a wireless message to the German Government stating that the officers objected to the sale of the fleet, would not participate in it, and demanded to be recalled; but he believes this message was never delivered.

Then, at ten a.m. on June 21st, "Captain Oldcock announced that the British Admiral had left the harbour, putting out to sea with battleships and destroyers; further, that according to the English Press, the Entente had refused to buy the German ships, and demanded their unconditional surrender; lastly, that the German mail torpedo boat might be expected in Scapa Flow the following afternoon. I gave the order to hoist the pre-arranged signal: 'Sink ships at once!'"

In conclusion the Admiral says: "I was deeply moved and full of gratitude to my courageous officers and brave crews, who had succeeded so brilliantly in carrying out my orders. All these magnificent ships and torpedo-boats, once the pride of the German people, were done for—sunk! How much intelligence, how much technical skill and experience had gone to the making of these great ships! A development of unsurpassed magnitude had come to an end; it had found a watery grave."

of "Lace." Foreigners who have had many years of experience with the Chinese know and understand this characteristic of our people. As long as there is possibility for negotiations a situation is never hopeless. So any one that would exclude the possibility for further negotiation should be avoided. If terms are not acceptable, instead of meeting them with a flat refusal, the presentation of counter terms would be the natural alternative. This keeps alive the negotiations and leaves the door toward compromise wide open. Gradually, reaching a basis for an agreement, and unless one of the parties to the conference stands out for something utterly unreasonable (which seldom happens), matters can be readjusted amicably.

So let us all work to create an atmosphere conducive to the promotion of clear thinking. Let us throw down everything that engenders bad feeling and suspicion. In a way, we are all in the same boat so why try to sink it?

THE NEWSPAPER AS AN  
EDUCATIONAL MEDIUM.  
DR. GILBERT MURRAY ON  
"BABEL."

At Education Conference at University College on January 3rd, under the auspices of the League of Nations Union Professor Gilbert Murray delivered a very interesting address on international education, in the course of which he dealt with the value and the limitations of the newspaper Press as an educational medium, and, referring to the obstacles with which international business was faced, through the "curse of Babel," suggested that the natural way out of the difficulty would be for the League of Nations to recognise one of the two artificial languages, Esperanto or Ido. He proceeded:—

Another question, more fundamental, was: Are we satisfied with the general aim which our Western civilisation seems to set, before it? There was no doubt that, making every allowance for sentimentalism and national vanity, the first impression European civilisation made on certain Orientals was rather a shocking one. We were, perhaps, the central pillar of a great organisation which now dominated and largely directly the world. It was probably the best now going, but that should not blind us to the fact that there was a civilisation with the most tremendous faults and dangers. Many school books showed a complete absence of any sort of international consciousness about the people who drew them up, and the result was that deplorable spirit seen in almost all the nations during the war.

People might ask what could the League or any private society do to remedy this state of affairs. The remedy was publicity. As soon as any book or phenomenon was of the sort that really did seem ridiculous or vicious to the massed opinion of the world, people would have nothing to do with it. But schoolmasters and mistresses were not the only educators. Education was a sort of spiritual activity continuing through the greater part of a man's life; it was not to be measured by examinations and timetables.

## NEWSPAPERS—AND JOURNALISTS.

There were a great many other educational influences, perhaps the most important of which were the newspapers. Somebody had to solve the very great social problem thus presented. He put aside the ordinary attacks that newspapers belonged to individuals who had either sinister interests or, for one reason or another, distorted views. It was known, too, that the dependence of newspapers upon advertisements occasionally resulted in undesirable financial pressure. But the essential trouble seemed to be that the newspaper's information, upon which a country depended for its most vital social and political action, had to be provided in a form having those twisting, exaggerations, inaccuracies, and violence which made it attractive to the vast, uneducated public. Of he spoke to a journalist he had the feeling that he was talking to an educated, usually well-informed man. But when he read the newspaper he felt he was reading something written altogether below his standard of intelligence. Why? Because the newspaper, in order to live, had to appeal to a very large number of people, all on one day. How many of these would have had even a secondary education? It was a huge problem the greater because the newspaper did reflect, perhaps more accurately than any other social phenomenon, the everyday qualities of our Western civilisation, with all its faults and dangers.

One other problem engaging the attention of the League was the under-payment of the intellectual worker as compared with the manual worker. It was a very serious situation, because it was not safe for any country to create an oppressed intellectual proletariat. Any nation where such a disproportion occurred would tend to neglect its higher duties. A social ferment among a really oppressed intellectual class would be of the most dangerous kind, because the means of destruction had increased quite out of proportion to the means of defence. Almost anybody who felt himself an enemy to society, and was ready to incur some loss and risk for the sake of doing some gigantic damage could now do it. The advance of science had brought us to that state; the defence did not lie in material measures. In the general campaign for disarmament the first thought of the human race had been to remove the means of destruction; but that would not solve the difficulty. We had to face the fact that we could not afford to have nations, or even classes within nations, permanently or desperately embittered, because even the smallest minority in that state of mind now had weapons with which it could wreak the most awful havoc against the strongest executive or the most enormous majority. (Cheers.)

## NEW TRIPLE ALLIANCE.

A new Triple Alliance of the trade unions, the co-operative movement, and the Labour party, is suggested by the "Trades Union Review," the official journal of the Trade Union Congress, which says "The Co-operative movement, representing the workers as consumers, the trade union movement as producers, and the Labour party which provides for the fullest expression of citizenship by political action, must be considered as three departments of the same general working-class movement. It is quite probable that during 1922 steps will be taken to give effect to these sentiments by the development of a closer unity in the direction of organised effort and administrative control."

"A GREAT VICTORIAN."  
LORD INCHCAPE'S TRIBUTE TO  
SIR T. SUTHERLAND.

Lord Inchcape, chairman of the P. & O. Company, has written the following tribute to Sir Thomas Sutherland, the late chairman of the company:—

Sir Thomas Sutherland will surely go down to history as one of the great Victorians. No individual of his time did more to create and maintain the supremacy of British shipping and the high regard in which British shipowners and their methods were and are held among foreign competitors. His incidental contribution to the knitting of the fabric of modern British Empire was no mean one. In his pioneer days of the fifties and sixties of last century, when Englishmen and Scotsmen still went forth to the ends of the earth, untrammelled by telegraphic control from headquarters, and single-handed, wrought, well or ill, for their country's trade and their country's flag, young Sutherland made a record unique and successful to the verge of romance, and returned to London, with the laurels of unblemished achievement, at an age when most men are still busy about the foundations of their life's work. But in his case early success was truly the foundation for greater accomplishment in the years to come. If his early success was founded on high character, his useful and industrious public life at home in after years was equally founded on character—for that never varied—plus experience and the sureness of hand which comes from successful opening battles with the world and fortune.

His work in composing the differences between French interests and British shipowners on the Suez Canal question, from which was born the Pact of London, which had no little influence on the British position in Egypt in later years, has been too recently commented on to need closer reference here. But the subsequent composition of the Suez Canal Administration, which has been sustained in a spirit of unbroken amity and good fellowship to the present day, is in itself a memorial of one of the most successful diplomatic-commercial negotiations ever conducted in the City of London, and, with the passage of time, has gained in significance by the continued expansion of its consequences.

His friends will remember him as a man of fine taste, and in this taste one could always discern a certain severity and dislike of flamboyance, which was a true reflection of one side only of a many-sided mentality. In the social and lighter side of life he was prominent, and in his daily relations with men, beneath the outward downiness which survived as a racial rather than as a personal characteristic, there ran always a vein of fine feeling.

He was a born fighter and a skilled exponent, in business relations, both of the art of offence and defence—perhaps more ready to adopt the former, as some may remember to-day, and with no doubtful effect. In an acquaintance which extended over more than 30 years, which early ripened into an always increasing intimacy and which ended only with his death, I never found occasion to question his judgment in matters which concerned the interests for which he was responsible or the wider interests of his country which he had, so far as Eastern affairs were concerned, continually to visualise as a part of his daily work.

It is not given to every man when his innings is declared closed, to leave his wicket with such a score to his credit, and it will be a satisfaction to his earlier and later contemporaries and a boon to the young men who come after him if the record of so useful a life should be put upon the biographical tablets of the Empire's great citizens. He lies beside his companion in life for 40 years, Lady Sutherland, a beautiful and charming woman, who, while over 20 years younger than himself, predeceased him more than a year ago. Among the multitude who will remember Sir Thomas Sutherland in the heyday of his activities and in the gentler contact with life which succeeded his retirement from the City, none, I may claim, will remember him with more admiration and affection than the writer of this short note.

## AN IMPERIAL CHURCH.

In unweaving memorial tables at St. Columba's church, London, last month, those who fell in the war, Earl Haig pleaded for the unity of the churches of the Empire and asked whether an Imperial church was impossible. Earl Haig prayed that love of country and love of God, by which we had conquered in the war, might continue to work together and that the clergy of all denominations might realise that in the maintenance of the bonds of Empire they had a common task and were members of one imperial church.

## E. T. HOOLEY BANKRUPT AGAIN.

Pungent remarks were made by the Official Receiver at the meeting of the creditors of the well-known financier, E. T. Hooley, who returned his gross liabilities at £287,000 and his assets at £25,000. Hooley declared that he had not kept any books since his previous bankruptcy. The Receiver observed that in view of what had happened the creditors would not be inclined to doubt Hooley's discretion in the matter. The Receiver cast doubt on other statements of the debtor, namely, that he had not kept any banking account or entered into contracts in his own name.



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28 x 3	"	38.00	5.25
29 x 3	"	40.00	5.50
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31 x 4	"	55.00	8.50
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195 x 120	"	80.00	
205 x 120	"	89.75	
220 x 135	"	95.00	
235 x 135	"	98.00	
Size	Inch Sizes Royal Cord	Tyres	Tubes
32 x 3 1/2	Straight Side Non Skid	85.00	8.00
32 x 4	"	115.50	9.75
33 x 4	"	120.00	10.50
34 x 4	"	122.00	11.00
32 x 4 1/2	"	130.00	11.50
33 x 4 1/2	"	135.00	11.75
34 x 4 1/2	"	137.00	12.00
35 x 4 1/2	"	138.50	12.25
35 x 5	"	145.00	13.00
36 x 6	"	155.00	13.50
Size	Inch Sizes Nobby Cord	Tyres	Tubes
36 x 6	Straight Side Non Skid	180.00	25.00

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### WHAT 1922 MAY BRING.

#### SIGNS OF RETURNING PROSPERITY.

The most heartening New Year message in the home papers was that of Mr. Felix J. Blakemore, the President of the National Chamber of Trade, who wrote:—

"To the people of England I send this as a message of goodwill—the New Year 1922 will see the advent of a prosperity it has not probably, hitherto experienced."

Mr. Blakemore's prophecies for the coming year include:—

A landslide in the cost of living.

A sixpenny 4lb. loaf.

Signs and portents are not lacking that 1922 is going to carry on the good work of 1921 in the slaying of the cost of living dragon which has shadowed so many homes for so long.

First comes the suggested reduction in the income tax, next April, being given as a tentative date for the new scale.

Ordinary railway passenger fares will probably join the downward rush early in the New Year, and the problem of their readjustment is now being inquired into.

#### HOUSES CHEAPER.

The price of houses has already fallen in many districts, a figure as low as \$800 being quoted recently for building houses at the Old Oak Estate, Hammermith. The 1920 price for the same thing was \$988; there is every hope in the coming year of the \$900 house!

Furniture, already much reduced, is still falling in price, as a result of the 40 per cent. to 50 per cent. drop in the price of timber.

The coming year will be a furnishing year for many who have denied themselves everything but the bare essentials ever since the war.

A reduction of 20 per cent. to 30 per cent. in the price of linoleums is definitely promised for early in the year, and its imminence is foreshadowed by linoleum sales in many shops.

Bus and tube fares will in all probability follow the tram, on which there has been a real reduction already.

The price of bread—an important item in so many homes—has already fallen, in spite of the withdrawal of the subsidy, to 9d., while the 6d. loaf is a distinct possibility in 1922.

#### COAL AT 49/-.

The fall in the price of coal, though not yet appreciable, has begun.

It is now possible to buy good house coal for 49s. per ton, and though this compares very badly with the 18s. of pre-war days, there is every prospect of further reductions.

The effects of the recent reductions of the railway goods rates have not yet begun to be felt.

The reductions will affect the whole of industry, especially the steel smelting districts, and the consequent economies will be reflected throughout the whole of the manufacturing centres of Great Britain.

The cost of living is bound to fall. It would seem as though the corner had been turned.

This time last year it stood at 169 per cent. above pre-war. Now it stands at 99 per cent., a reduction of 70 points!

#### NOT ALL SUNSHINE.

The picture of 1922 is not all sunshine, however. Rents are still grievously up, and so are rates, and there seems little prospect of either being reduced.

School fees are also still much above pre-war figures, and can only apparently be reduced at the cost of efficiency. As Lord Burnham pointed out in the *Daily News* a few days ago, economy, at the expense of education is not economy at all, but waste in its worst form.

Most important of all as a corrective to over-optimism, there is the great problem of the unemployed.

The first effect of reviving industry will probably be to re-absorb large numbers of those at present without work, and the reality of our future prosperity depends largely on the extent to which this is done.

Mr. W. L. Hitchens, the chairman of Cammell's and one of Mr. Lloyd George's committee of business experts, thinks that the prevalent optimism is justified.

Lastly, there is the evidence of our export trade; although still badly behind previous years both in value and quantity, the figures do show a marked improvement over the last six months.

The total exports in June 1921 fell to £25,235,000. In November they had risen to £72,718,041, an increase of over £27,000,000!

Thus, with falling prices, revived trade, increase of exports, and cheaper living there is every chance that 1922 will really be "a happy New Year"—the happiest for the man in the street since 1913.—*Daily News*.

### PRINCESS MARY'S WEDDING DRESSES.

For the first time in history, the Royal English Bride's wedding dress is to symbolize the Empire. The soldiers and sailors belonging to the guild of embroidered silks will, presently, be embroidering a silver-bordered satin train whereon the members of the Dominions will be worked. The lace will be supplied by India; the minims spray, Australia; the double row Canada; the fern leaf, New Zealand; in addition to the rose, the thistle, and the holly, also the daffodil, representing Wales. The wedding dress will be draped with lovely English point lace worn by Queen Mary and other Royal brides before her.

## CUTICURA HEALED BABY'S ECZEMA

On Forehead, Cheeks and  
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"After my baby was three weeks old a rash came on his forehead, cheeks, shoulders, and his little ears were swollen. All the pers were much inflamed, but being of such a tender age he was unable to rub himself, but was very restless. I had him treated and was told it was eczema. Then I decided to try Cuticura Soap and Ointment. They gave relief at once and now my child is perfectly healed." (Signed) Mrs. E. A. Pallant, 41, Oxford Rd., Clarendon Park, Leicester, Eng.

Use Cuticura Soap and Ointment for all eczema, scabies, itching, and skin diseases. Cuticura to bathe.

See Dr. Chamberlain's, 24 and 26, 64, Sold throughout the Empire. For sample Cuticura Soap and Ointment, send 10 stamps to Dr. Chamberlain, 24 and 26, 64, London, E.C.1. Also for small orders with price. *Note: Cuticura Soap shaves without cut.*

23-16

## Sciatica

—ouch! a touch of pain. There's no need. Half a teaspoonful of Kruschen Salts in hot water every morning, then good-bye Sciatica. Enough for two months in a bottle.

## Kruschen Salts

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### THE SILVER MARKET.

Messrs. Montagu's annual bullion letter dealing with the question of the probability of Indian absorption of silver in the near future concludes that the possibility of the absence of Indian coining owing to the increasing circulation of notes and large treasury reserves of coin will be more than set off by the increased demand of silver from Indian bankers, in consequence of the prosperity which may be expected in India. The letter considers that the prospects of substantial support to the silver market from China are good. It estimates that world stocks at the end of 1920 (1921) were as follows: London 4,000,000 ounces, Shanghai 50,000,000 ounces, India 4,000,000 ounces. Nearly ten million ounces were on the sea. The world output for 1921 is estimated at 165 million ounces.

### GOLDEN BALLOT CASE.

At the hearing of the "Golden Ballot Case" at the Marylebone Police Court, on the 15th ult. with the exception of Mrs. Bailly, all the defendants, Major-General Sir Geoffrey Fielding, Mrs. Hilda Loyal and Mrs. Stewart were committed for trial at the Central Criminal Court and admitted to bail. The Magistrate said that the prosecution's contention was that the defendants in effect offered £10,000 to £1 that the participant of the ballot would not make the best guess in regard to the 18 who would head the poll in a mock parliamentary election. Put thus it clearly amounted to bribery. He had not decided whether the contention was sound or not, but thought it clearly arguable.

Two thousand guests are being invited to Princess Mary's wedding. The work of providing extra seating in the Abbey has commenced. The King and Queen have accepted an offer by the National Association of Master Bakers, Confectioners and Confectioners to give the wedding cake. M. Millerand is presenting a silver service of Master Bakers' portraits.

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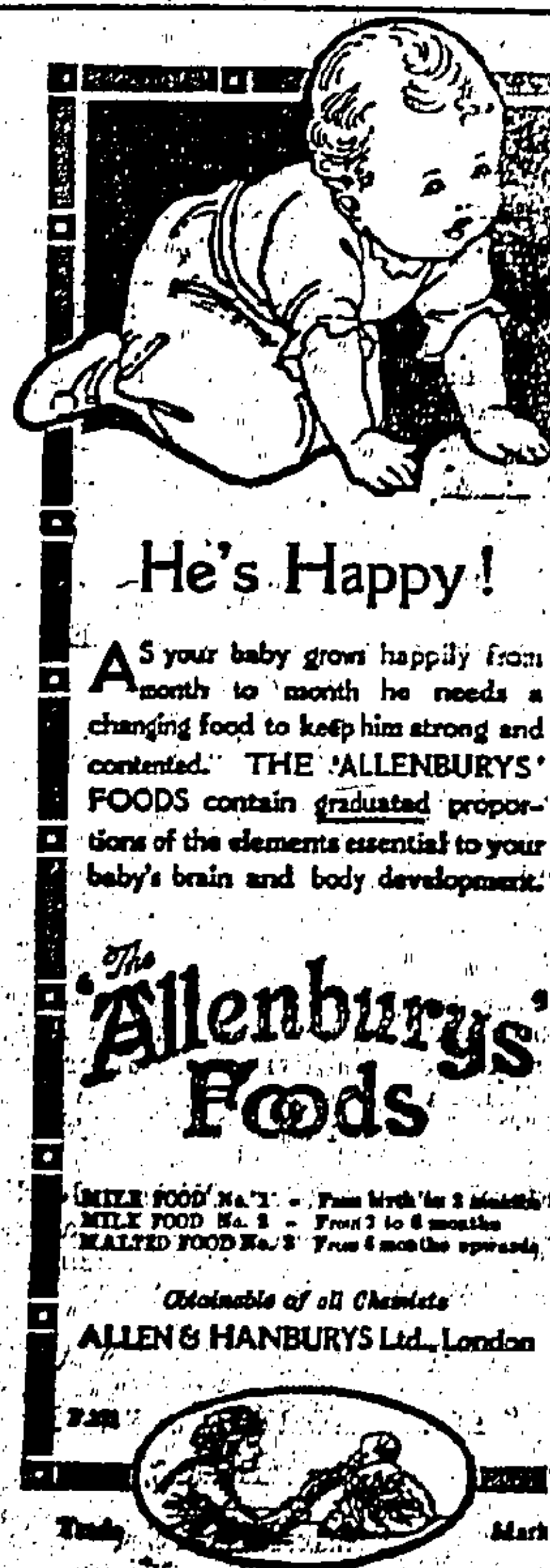
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M/S. "Malaya"	1st Mar.	12th April

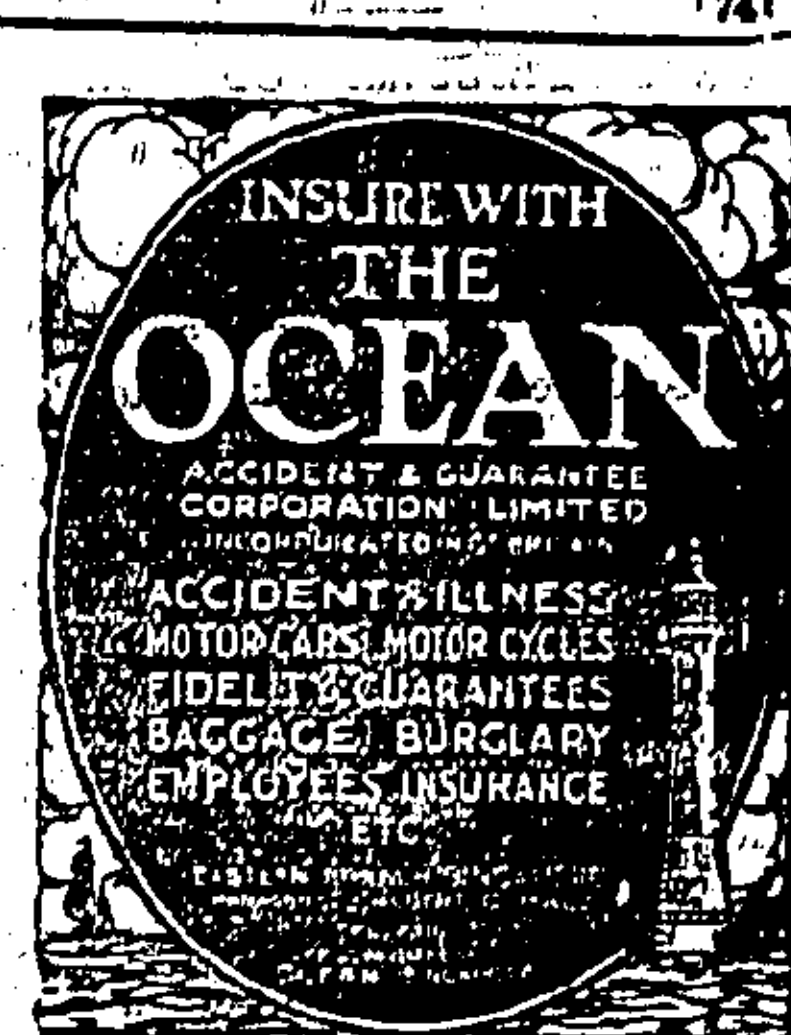
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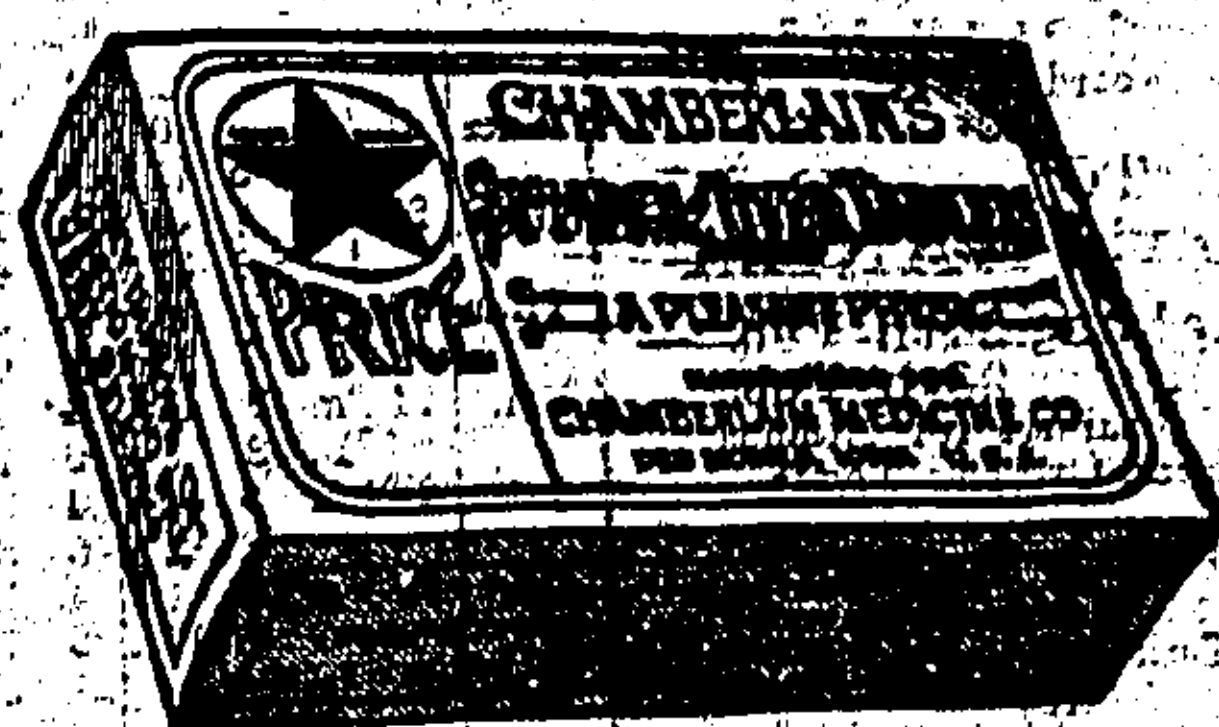
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HARVEY G. A. (LONDON) Ltd. Down Pipes, Perforated Sheets, etc.  
IRA MILLER & Co. Ltd. Small wires, Tools.  
LIGHTFOOT REFRIGERATOR Co. Ltd. Refrigerator Plant.  
MAY & PADMORE Ltd. Builders Brass Foundry.  
MARSH BROS. Co. Ltd. High Speed O.V.C. Steels, 13 per cent. 14 per cent. and  
lower. Hack Saw Blades and Hack Saw Sheets, Music Wire, Cold Rolled  
strip, Files, Mining Steel.  
LION FOUNDRY Co. Ltd. Radiators, Boilers, Baths & Cast Iron work generally.  
MANLOVE ALLIOTT & Co., Ltd. Oil Expression Plants, Sterilizing Plant and  
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OUTRAM, C. W. & Co. Ltd. Porcelain Sanitary Ware, etc.  
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And at Shanghai, Canton  
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**SOUTH CHINA REPRESENTATIVES**  
BOILE CHRISTIANSEN, ESQ., CANTON.  
T. A. BOILE, CANTON.  
A. J. MOORE-BENNETT,  
Chairman.

**SCOTTISH LETTER.**

DERELICT SCOTTISH MANSIONS.  
ABERDEEN AND THE TEA CLIPPERS.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, January 11th.  
Regret and sympathy will be awakened by the intimation made by the Marquis of Linlithgow that, "owing to the present very high rate of taxation, local and Imperial," he will be compelled to close his great mansion of Hopetoun House, near South Queensferry and Rosyth. It will remain one of the chief architectural ornaments of the district; but it will be, for a time at least, an empty shell from which the spirit has departed. Lord Linlithgow states, what can be well believed, that the decision to close his establishment has been forced on him by necessity which has left him "No alternative."

The closing of Hopetoun, like that of Gosford by the Earl of Wemyss, and of other great and historical seats in the Lothians and elsewhere, is the inevitable result of economic and other causes which are everywhere more or less operative. It is a sign of the times. Taxes and rates eat more and more into a diminishing margin of estate profits, until in many cases it has entirely disappeared and left a balance on the debit side. This process has been recently illustrated from the accounts of the Buccleuch estates, and of other large, landed Scottish properties. The latest instance is that of Arndilly estate, near Craigellachie, the accounts of which brings out an annual loss of £255, the disbursements, apart from taxation, being confined to wages and other necessary outlays. The singular fact is exhibited that, at a time when there is an unexampled demand for house accommodation, houses beyond a certain size are not only a drag in the market for selling or letting, unless they can be converted to other than their original purpose, but an intolerable burden, which the owners are compelled to get rid of by leaving them derelict.

This is illustrated by facts and figures that have recently been published in the Estate Market reports. It appears to have become more marked with the arrest of the boom in the price of houses and landed property. Even in the case of houses of moderate size, their selling price is still far less than the cost of building them at the present rates of labour and material. It is stated by one real estate agency that, in spite of the recent fall in the prices of materials, and of labour, the cost of building is still 21 times what it was before the war. Even if all materials, external and internal, were provided for nothing, the expense of building would still be much above the pre-war standard—it is "almost entirely due to limitation of output."

**THE CLIPPER SHIPS OF ABERDEEN.**

A romantic story could be written around any port in Scotland, although in its way Aberdeen is unique. Dundee's story is also outstanding. While Aberdeen was the pioneer of the great racing clippers which brought Britain world-wide fame as well as commerce, Dundee had its great whaling fleet, the trading adventures in the icy North, and the building up of its staple industry of jute with India. And the same romance surrounds other seaports both East and West of Scotland. But Aberdeen is fortunate in having one more capable historian in Mr. V. E. Clark in a volume just published—"The Port of Aberdeen."

**THE EASTERN TRADE AND AMERICAN RIVALRY.**

The Scottish Maid, built in 1839 to compete with the paddle steamers between Aberdeen and London, was the pioneer of the clipper-built ships. And the first British clipper to enter the China seas was the *Torrington*, built by Alexander Hall & Co., Aberdeen. That was in 1845. But the fame of Aberdeen is based on the great tea clippers. In 1844 the repeal of the British Navigation Laws threw open our foreign markets to the world, and brought our mercantile marine into direct competition with that of other nationalities. The American clippers seized the opportunity to enter, the British tea trade, in which for a time they held supremacy, wresting the tea trade of London out of the hands of English shipowners. To prevent the complete extinction of this valuable trade, we had to bestir ourselves, and in 1850 Messrs. Hall & Co., Aberdeen, received an order to build a clipper which would combine the fine and heavy rig of the American ships with the superior strength of our own. The *Chrysothrix* started on her maiden voyage in 1851, reached Hongkong in 102 days, and, with her cargo of tea, made a magnificent run home, overtaking first the *Memnon*, then the *Havannah* and *Fly*, three noted racing clippers, and arriving in Liverpool after a voyage of 103 days from Whampoa. The British clippers, however, were scarcely equal to their American rivals. But in 1852 Hall & Co. built the *Argosy*, a 1,250 tons vessel, the first to equal, if not surpass, the speed of any American competitor. In 1853 others were built, all fine vessels, but absorbed.

**THE AUSTRALIAN TRADE.**

The clippers were not exclusively used in the China trade; some of the finest vessels traded to Australia. Indeed, the Aberdeen White Star Line, owned by Messrs. George Thomson & Co., brought Aberdeen to the highest pinnacle of fame in the shipbuilding world. The firm's connection with Australia began in 1843, and the pioneer of the White Star clipper was the *Phaenicia*, the first regular trader to Australia. There were five fine clippers about then that engaged in the wool trade between Britain and Australia, and it is interesting to note that many of the Aberdeen built ships navigated the coasts of Australia when Melbourne and Adelaide were mere villages.

**THE TEA CLIPPERS.**

The tea clippers were at their best in the sixties. With the ousting of the Americans, the fight for supremacy was carried on between the British designers, and for some time the Clyde-built clippers were unrivalled. Such vessels as *Sir Lancelot*, *Tasping*, *Taitania*, *Arctel*, and *Servia* were hard to beat, and according to some authorities, were unequalled until the launch of the *Thermopylae* again brought Aberdeen to the front. "Keen as a knife below the water line, yet swelling gracefully into proportions good for stability," were the masterpieces of the Aberdeen builders—the *Flying Spur*, *Black Prince*, *Pygmy*, and *Yangtze* of Hall & Co., and the *Jervaulx*, *Thyatira*, and *Thermopylae* of Hood & Co.

The *Thermopylae*, launched in 1869, made her first voyage to Melbourne in 60 days, averaging a daily run of 175 miles. Her record day's run was 330 statute miles, a feat exceeded by no sailing ship before or since. She was commanded by Captain Kemball, who won the tea race in the *Yangtze* in 1867. The interest in the tea races in 1869 was doubled when it became known that the *Thermopylae* had been chartered to go to Foochow and load with tea for London. Three ships broke the record—*Sir Lancelot*, *Thermopylae*, and *Titanium*; but Aberdeen failed to beat the Clyde, the *Sir Lancelot* carrying off the palm for an 89 days' voyage to the *Thermopylae*'s 91. There was little to choose between the *Thermopylae* and the *Cutty Sark*. The *Thermopylae* made the best passages during the '70's, the *Cutty Sark* during the '80's. Ere that time, however, the great days of racing clippers had begun to wane.

**GOLF PROBLEMS.**

One of the good points about golf as a pastime is that it has no close season. There are few days when play is not practicable, and on these rare occasions the enthusiast may at least argue about the game. At present he need not look far for controversial material. Golf legislation is a comparatively new feature in a very old game, and, like most legislation, it threatens to develop partisan views. When the governing authorities last year embarked upon a measure of standardisation of the golf ball, it was predicted that they would not have their troubles to seek. The standard ball has failed to restore the lost balance between the power of the ball and the length of the holes, and although it has not yet to be ruled out as an unsuccessful experiment, the announcement that tests are to be carried out in the ensuing season with balls larger than that made last year to official specification is an indication that the authorities themselves are convinced of the futility of their first essay in standardisation. Fortunately those who confine their golf to the friendly round may still play with any kind of ball, and after all, they make up no small proportion of the devotees of the Royal and Ancient game.

While the future of the ball is being moulded by the manufacturers and their advisers, under legislative control, the question of the conditions under which the Amateur Championship should be played is likely to be keenly discussed. The difficulty here is to find an adequate test for players who have something more than ambition to support their title to compete. A petition in favour of instituting a qualifying stroke competition, and making the subsequent matches each over 3 holes—instead of 18, apart from the final—has been largely signed, but there are objections to both which may yet lead to the formation of a group of "diehards" among the legislators of golf. Their task will not be easy, nor will that of the player who survives such an ordeal as is proposed; but if aspiring champions desire these conditions, the rest of golfing humanity need not object, though as a spectacle the Amateur Championship will gain nothing by the change.

**HOLED IN ONE FIFTEEN TIMES.**

For the fifteenth time Sandy Herd, the former Open Golf Champion, has holed out in one. This is easily a record, for Brand, who is next on the list, can only lay claim to eleven such feats. Strangely enough, Harry Vardon has only once in his long golfing career done a hole in one stroke.

**A NEW-YEAR TRAGEDY.**

I have just received particulars of a New Year tragedy which has caused a profound sensation in business and social circles in Glasgow, where the victim is well known. This Glasgow gentleman visited a friend in Edinburgh the other evening and was asked, "Will you have a whisky and soda?" His response was immediate, but having no liking for soda, he said, "I'd prefer water, if you don't mind." His host, a teetotaler, brought him a glass of water, and there was "no thing doing" for the rest of the evening.

**IRRITATED & INFLAMED EYE.**

Can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Laid, Biscuit Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central, (opposite to the Singer Sewing Machine Company.—ADVT. [10]

**INDO-CHINA**

STEAM NAVIGATION COMPANY, LIMITED

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SHANGHAI  
HAI PHONG via HOIHOW  
BANGKOK  
SANDAKAN  
STRAITS & CALCUTTA  
MANILA  
"WAISHING" ... Thurs. 23rd Feb. 8 a.m.  
"LOKSANG" ... Thurs. 23rd Feb. 10 a.m.  
"OHUNTSANG" ... Thurs. 23rd Feb. 10 a.m.  
"MAUSANG" ... Thurs. 23rd Feb. Noon.  
"FOOKSANG" ... Thurs. 23rd Feb. 3 p.m.  
"YENSANG" ... Thurs. 23rd Feb. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Siam. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday, calling at Iloilo when convenient.

HAI PHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Iloilo when convenient.

HOIHOW LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

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Year! Due Hongkong  
M.V. "GLENARIFFE" ... 2nd Mar.  
M.V. "GLENOGLE" ... 17th Mar.

**HOMEWARDS.**

Year! Leaves Hongkong Discharge  
S.S. "GLENSHANE" 25th Feb. GLENARIFFE, LONDON & HAMBURG  
M.V. "GLENARIFFE" 10th Mar. GLENARIFFE, LONDON, HAMBURG & ANTWERP  
M.V. "GLENARIFFE" 24th Mar. LONDON, ROTTERDAM, H. V. & ANTWERP  
M.V. "GLENARIFFE" 2nd Apr. GLENARIFFE, LONDON, ROTTERDAM & HAMBURG  
M.V. "GLENARIFFE" 18th Apr. do.

Movements are subject to change without notice.

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It is a pure vegetable preparation  
and is entirely harmless.  
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pharmacies and chemists.



## SHIPPING NEWS

## ARRIVALS

February 19th.

*Myra*, British str., 2,308 tons, Capt. G. A. Sinclair, from Singapore, with a general cargo—Mackinnon, Mackenzie & Co.

February 19th.

*Ching*, Chinese str., 1,115 tons, Capt. E. M. de la Seta, from Shanghai, in ballast—Yue Tai Hong.

*Van Overstraten*, Dutch str., 2,838 tons, Capt. J. J. Claassen, from Amoy, with a general cargo—J.O.J.L.

February 20th.

*Andre Lebon*, French str., 3,390 tons, Capt. M. J. Cousin, from Marseilles, with a general cargo—Messageries Maritimes.

*Enyo*, Japanese str., 3,118 tons, Capt. O. Yamamoto, from Valparaiso and Moji, in ballast—T.K.K.

*Inda Maru*, Japanese str., 4,548 tons, Capt. N. Kuroki, from Kobe and Shanghai, with a general cargo—O.S.K.

*Itaka*, British str., 3,401 tons, Capt. H. Davey, from Rangoon and Singapore, with a general cargo—Mackinnon, Mackenzie & Co.

*Kwancho*, British str., 1,572 tons, Capt. G. P. Cote, from Hoihow, with a general cargo—B. & S.

*Tidra*, Swedish str., 1,400 tons, Capt. Luno Taunin, from Yokohama, with a general cargo.

*West Chopaka*, American str., 4,920 tons, Capt. C. B. McMullen, from San Francisco and Shanghai, with a general cargo—Struthers & Barry.

*Yumihari Maru*, Japanese str., 553 tons, Capt. K. Kuwada, from Keelung, with coal—Nomura & Co.

## PASSENGERS.

## DEPARTURES.

For P.M. *Golden State*, on February 20th:—For San Francisco, Mr. R. Appel, Mr. and Mrs. E. H. Aaron, Mrs. R. Andersen, Mrs. J. L. Button, Mr. C. W. Brown, Mr. D. L. Byrd, Mr. and Mrs. E. J. Buckley, Madame and Miss Cote, Mrs. H. C. Durrachmidt, Mrs. O. Durrachmidt, Dr. Jessie Dow, Mrs. H. S. Everett, Miss E. Everett, Mr. L. Hope, Mrs. M. W. Howe, Dr. H. D. Kneeder, Mr. G. C. Lyman, Mr. and Mrs. A. W. McCune, Miss A. McCune, Miss O. A. Peterson, Mr. J. W. E. Pennik, Mrs. M. L. Pipkin, Mr. and Mrs. E. W. Russell, Mr. and Mrs. B. A. Rodgers, Mr. and Mrs. C. E. Smith, Mr. J. Saxton, Mrs. F. S. Wetmore, Mr. and Mrs. R. E. Wright, Mr. and Mrs. M. F. G. Wilson, Mr. H. B. Wilson, for Honolulu, Mr. and Mrs. E. W. Beardsley, Mr. and Mrs. C. W. Barrett, Mr. and Mrs. M. R. Bacon, Mrs. E. Ford, Mr. J. Bacon, Miss J. Paine, Mrs. M. E. Cooper, Mr. and Mrs. G. J. Hedemann, Mr. G. D. Russell, Miss C. Watkins, for Kobe, Mr. and Mrs. E. Thebo, for Shanghai, Mrs. M. E. Aspinall, Mr. H. Bland, Mr. J. H. Blackstone, Dr. W. Boynton, Mr. H. B. Campbell, Mr. W. C. Goggin, Mr. and Mrs. T. G. Gunn, Miss Elsie Tom, Mr. J. M. Gordon, Mr. A. B. Harris, Mr. G. D. Nichol, Mr. and Mrs. T. Nom, Mrs. B. Overbeck, Mrs. D. C. Pattee, Mr. and Mrs. S. E. Palmer, Mr. E. Ramsden, Mr. W. J. Riley, Mr. R. E. Roxburgh, Mrs. S. Sherrington, Mr. and Mrs. A. D. Silas, Madame V. Suarez, Mr. W. Schreker, Mr. B. Tarlata, Mr. G. Towie, Mr. and J. A. Towie, Mr. A. J. Welch.

## SHIPPING MOVEMENTS.

The R.M.S. *Montevideo* arrived at Shanghai on February 19th at 4 p.m., left there on February 19th at 6 a.m., and is due at Moji to-day, at 6 a.m.

The R.M.S. *Empress of Asia* arrived at Shanghai on February 19th, at 4 a.m., left there at 2 p.m., and is due at Manila on February 22nd, at 6 a.m.

The P. & O. s.s. *Norana* is expected to leave Colombo on February 27th.

The P. & O. s.s. *Kalyan* left London on February 17th, and is expected to arrive at Hongkong on March 25th.

The N.Y.K. s.s. *Adama Maru* (European line) left London for Hongkong via Suez on February 18th, and is expected here on March 20th.

The Columbia Pacific Shipping Co.'s s.s. *West Keats* sailed from Shanghai on the 19th inst., and is due at Hongkong to-morrow. She is bringing down all the cargo that was over-carried by the s.s. *West Coyote*.

## VESSELS EXPECTED.

*Alma Maru* (N.Y.K.), due March 1st.

*Boston-Castle* (Dodwell-Castle line), due beginning of March.

*Devanha* (P. & O.), due February 27th.

*Empress of Asia*, due February 23rd, at 4 p.m.

*Kendal Castle* (Dodwell-Castle line), due early in April.

*Myra Maru* (N.Y.K.), due March 30th.

*Norana* (P. & O.), due March 11th.

*Pathon* (Dodwell & Co.), due beginning of March.

*Shikoku Maru* (N.Y.K.), due Mar 16th.

## SHIPPING NOTES.

It is reported from Singapore that, probably as the result of the Perils wreck, an important amendment will be made in the rules for passenger steamers, that no deck cargo or fuel be carried on deck, so as to obstruct free access to any hatch, and that no cargo be carried in such a position as to prevent the immediate closing of any opening to the engine room or stokehole. The amendments will operate as from January.

A reminder of bygone days can be seen at Shanghai, says the *N.Y. Daily News*. The *William Moller* is a four-masted barque that sailed the seven seas under the German flag for many long years. She is now the *William Dollar* and came into port at Shanghai last week towed by these powerful tugs to her berth at the Dollar wharf. Improved by the addition of auxiliary steam power and other things, not to the *William Moller*, whose class of sailing ship is still unimpaired by the passage of the centuries.

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Empress Asia	Mar. 23 Apr. 10	Empress Britain	Apr. 22 Apr. 29
Empress Russia	Apr. 20 May 8	Empress France	May 16 May 23
Empress Asia	May 18 June 5	Empress France	June 13 June 20
Empress Canada	June 1 June 19	Empress Scotland	June 27 July 4
Empress Russia	June 15 July 3	Empress France	July 11 July 18
Empress Asia	July 13 July 31	Empress France	Aug. 8 Aug. 15
Empress Canada	July 27 Aug. 14	Empress Scotland	Aug. 22 Aug. 29
Empress Russia	Aug. 10 Aug. 28	Empress France	Sept. 5 Sept. 12
Empress Australia	Aug. 24 Sept. 1	Empress Scotland	Sept. 19 Sept. 26

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DESTINATION	VESSEL	WATER	PLAC	FOR	PAID	APPLY TO	TO BE DISPATCHED
BOSTON & NEW YORK	Colo Prince	Brit	Prince Line	Brit	On Early Mar		
NEW YORK via PANAMA	Takao Maru	Jap	Nippon Yusen Kaisha	Jap	On 22nd Feb		
NEW YORK via Suez Canal	Dokko Maru	Jap	Dokko & Co., Ltd.	Jap	About 1st Mar		
SAN FRANCISCO via SHANGHAI & JAPAN	Korea Maru	Jap	Korea Line	Jap	On 24th Feb		
SAN FRANCISCO via DALY & JAPAN	Pure Maru	Jap	Pure Line	Jap	On 3rd Mar		
SAN FRANCISCO via SUEZ & JAPAN	Empire State	Am	Empire Mail S.S. Co.	Am	On 16th Mar		
SEATTLE & VICTORIA via SHANGHAI, J. Ports, & C. Pacific	Nippon Yusen Kaisha	Jap	Nippon Yusen Kaisha	Jap	On 24th Mar at 11 a.m.		
VICTORIA, SEATTLE & VANCOUVER	Osaka Shosen Kaisha	Jap	Osaka Shosen Kaisha	Jap	On 24th Mar at 11 a.m.		
MARSHALLS & LONDON via SPOKANE, PAKO & S. Pacific	Butterfield & Swire	Brit	Butterfield & Swire	Brit	On 21st Feb		
LONDON & ANTWERP via SINGAPORE, PENANG, & S. Pacific	P. & O. S.S. Co.	Brit	P. & O. S.S. Co.	Brit	On 1st Mar		
LONDON, ROTTERDAM & ANTWERP	Nippon Yusen Kaisha	Jap	Nippon Yusen Kaisha	Jap	On 3rd Mar, at 11 a.m.		
MARSHALLS, LONDON, ROTTERDAM & HAMBURG	Butterfield & Swire	Brit	Butterfield & Swire	Brit	On 28th Feb		
LONDON, AMSTERDAM & HAMBURG	The Bank Line Ltd.	Brit	The Bank Line Ltd.	Brit	On 17th Mar		
GENOA, LONDON, ROTTERDAM & HAMBURG	Jardine, Matheson & Co., Ltd.	Brit	Jardine, Matheson & Co., Ltd.	Brit	On 24th Feb		
MARSHALLS, GINOT & LONDON	Butterfield & Swire	Brit	Butterfield & Swire	Brit	On 24th Feb		
AMSTERDAM ROTTERDAM & HAMBURG	Jardine, Matheson & Co., Ltd.	Brit	Jardine, Matheson & Co., Ltd.	Brit	On 10th Mar		
BOMBAY via SUEZ & COLOMBO	P. & O. S.S. Co.	Brit	P. & O. S.S. Co.	Brit	On 28th Feb		
SINGAPORE & BELAWAN-ORAI	Osaka Shosen Kaisha	Jap	Osaka Shosen Kaisha	Jap	On 28th Feb		
BREITEN, VENICE, & TRIESTE	Jardine, Matheson & Co., Ltd.	Brit	Jardine, Matheson & Co., Ltd.	Brit	On 28th Feb, at 3 p.m.		
SINGAPORE & BATAVIA	Dokko & Co., Ltd.	Jap	Dokko & Co., Ltd.	Jap	About End of Mar		
SANDAKAN	China Mail S.S. Co., Ltd.	Brit	China Mail S.S. Co., Ltd.	Brit	On 24th Feb, at Noon		
AUSTRALIAN PORTS via MANILA	Jardine, Matheson & Co., Ltd.	Brit	Jardine, Matheson & Co., Ltd.	Brit	On 24th Feb, at 10 a.m.		
AUSTRALIAN PORTS	Nippon Yusen Kaisha	Jap	Nippon Yusen Kaisha	Jap	On 24th Feb		
LOS ANGELES & SAN FRANCISCO	Struthers & Barry	Am	Struthers & Barry	Am	On 6th Mar, at 10 a.m.		
VIA PANAMA via JAPAN, HONOLULU, SAN FRANCISCO & S. Pacific	Ginjo Maru	Jap	Ginjo Maru	Jap	On 24th Feb		
SHANGHAI	Waikiki Maru	Jap	Waikiki Maru	Jap	On 1st Mar		
JAPAN	Moscar Maru	Jap	Moscar Maru	Jap	On 24th Feb, at 11 a.m.		
NAGASAKI, KOBÉ & YOKOHAMA	Nippon Yusen Kaisha	Jap	Nippon Yusen Kaisha	Jap	About 1st Mar		
BANGKOK	Nippon Yusen Kaisha	Jap	Nippon Yusen Kaisha	Jap	On 12th Mar, at 11 a.m.		
SHANGHAI KOBÉ & YOKOHAMA	Jardine, Matheson & Co., Ltd.	Brit	Jardine, Matheson & Co., Ltd.	Brit	On 24th Feb, at 10 a.m.		
SHANGHAI KOBÉ & YOKOHAMA	Nippon Yusen Kaisha	Jap	Nippon Yusen Kaisha	Jap	About 20th Feb		
SHANGHAI	P. & O. S.S. Co.	Brit	P. & O. S.S. Co.	Brit	On 27th Feb		
MANILA	Jardine, Matheson & Co., Ltd.	Brit	Jardine, Matheson & Co., Ltd.	Brit	On 23rd Feb, at 3 p.m.		
HAIPHONG via Hoihow	Jardine, Matheson & Co., Ltd.	Brit	Jardine, Matheson & Co., Ltd.	Brit	On 23rd Feb, at 10 a.m.		
HAIPHONG via Hoihow	Yamashita Kisen Kaisha	Jap	Yamashita Kisen Kaisha	Jap	About 22nd Feb		
TAKAO via SWATOW & AMOY	Osaka Shosen Kaisha	Jap	Osaka Shosen Kaisha	Jap	On 24th Feb		

## NOTICES TO CONSIGNEES

## LLOYD TRIESTINO.

CONSIGNEES of cargo for Hongkong per above steamer are hereby notified that owing to the present state of affairs in Hongkong due to the strike of seamen, etc., cargo for Hongkong will be landed at Shanghai and consigned to the necessary arrangements as to insurance, etc. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

**DODWELL & Co.**  
Agents.

Hongkong, February 16th, 1932.

## VERRENIIDE NEDERLANDSCH

Scheepvaart-Maatschappij

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE)

## NOTICE TO CONSIGNEES.

s.s. "TISONDAI" FROM EUROPE

CONSIGNEES of cargo for Hongkong per above steamer are hereby notified that owing to the present state of affairs in Hongkong due to the strike of seamen, etc., cargo for Hongkong will be landed at Shanghai and consigned to the necessary arrangements as to insurance, etc. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

JAVANESE-JAPAN LINE.

General Agents.

Hongkong, 16th February, 1932.

## NOTICE TO CONSIGNEES.

OCEAN-STEAM-SHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "ATREUS" are hereby notified that the cargo has been brought forward by s.s. "LIXION" and will be discharged in the Holt's Wharf, Kowloon, where it will be at Consignee's risk. The cargo will be ready for delivery from Godown on and after 8th Feb. All cargo given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be retained on any Tuesday and Fridays between the 10th, 12th, 14th, and 16th noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th February, will be subject to rent and any additional charge for coolee line incurred.

All Claims against the Steamer must be presented to the undersigned on or before the 11th March, or they will not be recognised.

No fire insurance will be effected.

S. S. SUMMITFIELD &amp; SWIRE.

Hongkong, February 16th, 1932.

(404)

## WEATHER REPORT.

February 19th at 11.45—Pressure has increased considerably over Tongking and decreased slightly over Formosa and the Philippines.

An anticyclone is central to the north of Yangtze Valley.

Fresh monsoon may be expected along the Coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.18 inch; Total since January 1st, 7.73 inches, against an average of 2.53 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast

Hongkong to Cap Rock: N.E. winds, moderate; overcast, drier later.

Formosa Channel: N.E. winds, fresh.

South coast of China between 10° and 15° N. and 105° and 115° E.: N.E. winds, moderate.

South coast of China between 15° and 20° N. and 105° and 115° E.: N.E. winds, moderate.

Hongkong and Hainan: N.E. winds, moderate.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 20th

Previous Day	On Date	On Date
at 2 p.m.	at 2 p.m.	at 2 p.m.
Barometer	30.00	30.00
Temperature	62	63
Humidity	72	73
Wind Direction	NNE	NE
Force	2	4
Weather	0	0
Rain	0.50	0.00

Highest open-air Temperature on 19th... 63

Lowest open-air Temperature on 20th... 56

HONGKONG TIDE TABLE.

From 21st to 27th February, 1932.

Day or Week	High Water	Low Water
21	11.15	4.00
22	11.15	4.00
23	11.15	4.00
24	11.15	4.00
25	11.15	4.00
26	11.15	4.00
27	11.15	4.00

**N. Y. K.**

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. CO. LTD.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

s.s. "HOZUMI MARU" on or about 22nd Feb.

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office, No. 27, Bonham Street, Wai, Tel. No. 155.

S. MITARAI, Agent, Top Floor, King's Building, Tel. No. 140.

**STRUTHERS & BARRY**

Managing Agents—United States Shipping Board

EXPRESS FREIGHT SERVICE TO LOS ANGELES & SAN FRANCISCO via MANILA

West Chopaka

Due Hongkong 24th Feb

Leave

Cargo accepted for Transshipment at San Francisco to weekly sailings for Atlantic

Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points

For Full Information Apply to

STRUTHERS & BARRY

General Agent for Japan-China-Philippines

1st Floor, Powell's Building, 12 Des Voeux Road Central

G. P. Bradford, Res. Agent.



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.Only 4 services on through Bills of Lading from HONGKONG to ZEBRA  
JELAGOA BAY, DURBAN (Zulu), EAST LONDON, PORT ELIZABETH  
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents.

## ELLERMAN LINE

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE  
FAR EAST/UNITED KINGDOM & CONTINENT.a. "CITY OF MANCHESTER" 10th Feb. Marseilles, London, Edin., & Hamburg  
PASSENGER SERVICEb. "CITY OF SIMLA" Middle March Marseilles, London, Rotterdam & Hamburg  
c. "CITY OF CALCUTTA" 10th May do.  
Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or Messrs. &amp; Co. Canton

General Agents.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND  
AMERICAN & MANCHURIAN LINE  
ELLERMAN & BUCKNALL CO., LTD.

Sailings from Hongkong.

a. "NINGCHOW" via Suez Canal 2nd Mar.  
b. "KABINGA" via Suez Canal 10th Mar.  
c. "KABINGA" via Suez Canal 20th Mar.Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.For freight and particulars apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG  
HONGKONG and CANTON.

## MESSAGERIES MARITIMES

## SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT  
Destinations. Sailing Dates.SHANGHAI, KOBE & YOKOHAMA "ANDRE LEBON" 22,000 On or about 20th Feb.  
"AMBOISE" 15,000 On or about 6th Mar.MARSEILLES, HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUEZ & PORT SAID "AZAY LE RIDEAU" 15,000 On or about 22nd Feb.  
"ASMAND BEHIC" 10,000 On or about 6th Mar.

## COMMERCIAL LINE

ANGHAI & NORTH "MEINAM" 12,500 End of February.  
REPORTS OF CHINA "CHIEF MECANICIEN" 15,000 End of March.

ALSO REGULAR SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, &amp; ANTWERP.

For further particulars, etc. apply to  
REPRESENTATION-CONSIGNATION-TRANSIT.R. RODENFUSSE,  
Acting Agent,  
Queen's Building.

Telephone 740.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST POST SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
accommodation for First-Class passengers, Electric Light and Fans in staterooms,  
Lounge and Excellent cuisine

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIKONG "Capt. W. C. Passmore" TUESDAY, Feb 21st, at 1 p.m.

Arrive and Departures from the Company's Wharf (near Elko Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.  
General Manager.P. & O. British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY  
DI RECTROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Time	From	Destination
"DUNERA"	1,400	1st Mar.	Singapore Colombo Bombay
"RABGAR"	1,400	1st Mar.	Marseilles London & Antwerp
"SILVIA"	1,400	14th Mar.	Singapore Colombo & Bombay
"REIVA"	1,400	14th Mar.	Marseilles London & Antwerp
"DEVANHA"	1,400	29th Mar.	do.
"NOVABA"	1,400	12th Apr.	do.
"KALYAN"	1,400	10th Apr.	do.
"FLASSY"	1,400	10th May	do.
"SILVIA"	1,400	18th May	Singapore Colombo Bombay
"DONGOLA"	1,400	18th May	Marseilles London & Antwerp
"KHYSER"	1,400	7th June	do.
"BOUDAN"	1,400	7th June	Singapore Colombo & Bombay
"KASHMIR"	1,400	21st June	Marseilles London & Antwerp
"KARMA"	1,400	8th July	do.

## BRITISH INDIA - APCAR SAILINGS

"JANUS" 5,000 23rd Feb. Singapore, Penang & Rangoon  
(with Transshipment at Singapore and Calcutta)

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 6th Mar. (Mandla, Thursday Island,  
Townsville, Brisbane,  
Sydney & Melbourne)

## SAILINGS TO SHANGHAI &amp; JAPAN

"TAKADA" 7,000 27th Feb. Shanghai and Japan  
"DEVANHA" 8,100 28th Feb. Shanghai & JapanPassengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting  
the carrying steamer.  
All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore  
and Calcutta or Singapore and Madras in lieu of the service of their P. & O. Tickets  
Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.  
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's  
Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc. apply to—

MACKINNON, MACKENZIE & CO.,  
Agents.

21, Des Voeux Road Central, HONGKONG.

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct  
service via Singapore and Penang.BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &  
CAPE TOWN via SINGAPORE, PASSENGER SERVICE

"PANAMA MARU" Tuesday, 28th Feb.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"INDUS MARU" Saturday, 25th Feb.

DELHI &amp; BANGOR via SAIGON &amp; SINGAPORE

"BUSHO MARU" (take Passenger) Wednesday, 1st Mar.

CALCUTTA—Fortnightly service via Singapore, Penang &amp; Rangoon.

"INDO MARU" Wednesday, 1st Mar.

"HANKING MARU" Saturday, 4th Mar.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—

Via Shanghai and Canton—Taking cargo to OVERLAND POINTS U.S.A. &amp; CANADA

"AFRICA MARU" Tuesday, 28th Feb.

"HAWAII MARU" Saturday, 4th Mar.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,  
Panama and Colon Ports.

"HAWAII MARU" Sunday, 12th Mar.

NEW ORLEANS LINE via SUEZ

"HAMBURG MARU" Friday, 10th Mar.

JAPAN PORTS—Kobe &amp; Yokohama via Shanghai

"ALASKA MARU" Sunday, 28th Feb.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-  
tion for 1st and 2nd class saloon passengers.

TAKAO via SWATOW &amp; AMOY

"BOHEI MARU" Thursday, 23rd Feb.

Tel. Nos. 144 &amp; 146 Y. YAMADA, Manager.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Sidney &amp; Melbourne via Port of Hongkong for Australia

"TAIYUAN" About 12th Feb.

"CHANGSHA" About 12th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply  
of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light  
throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried.  
Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.  
For full particulars apply to— BUTTERFIELD & SWIRE (Agents) 79C. N. C.  
CHINA NAVIGATION CO., LTD.SAILINGS SUBJECT TO ALTERATION.  
For SHANGHAI To Bat. "LUOHOW" On 24th Feb.  
These dates cannot be relied on.SHANGHAI LINE—PASSENGER, MAILS AND CARGO  
Steamer "LUOHOW" Electric Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai three  
times weekly and Tientsin (weekly), taking cargo of through bills of lading to all  
ports and Northern China Ports. Passengers are landed in Shanghai avoiding  
the inconvenience of transshipment at Woosung.BANKOK LINE—Weekly service to and from Bangkok via  
Siam.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.T. K. K.  
TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE ILLAND SEA, JAPAN &  
HONOLULU."THE PATHWAY OF THE SUN"  
S.S. KOREA MARU ... 22,000 (call at Keelung) ... Feb. 25th  
S.S. SHINYO MARU ... 22,000 (call at Dairen & omit Shanghai) ... Mar. 8th  
S.S. PERIA MARU ... 22,000 (call at Keelung) ... Mar. 31st  
S.S. TAIYO MARU ... 22,000 (call at Keelung) ... Apr. 4th  
S.S. SIBERIA MARU ... 22,000 ... Apr. 24th  
S.S. TENYO MARU ... 22,000 ... May 1st

Callings at Dairen.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO!

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA  
CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES

S.S. SHINYO MARU ... 15,000 ... Mar. 1st  
S.S. ANYO MARU ... 15,000 ... Mar. 31st  
S.S. SEIYO MARU ... 15,000 ... May 1st

For full information regarding passenger, freight and sailings, apply to—

Y. TSUTSUMI, Manager,  
King's Building, Tel. Nos. 274 & 275

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## PACIFIC MAIL S.S. CO.

MANAGING AGENTS U.S. SHIPPING BOARD

## TRANS-PACIFIC SERVICE

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU

AMERICAN STEAMERS

For SAN FRANCISCO via SHANGHAI, KOBE ETC

S.S. GOLDEN STATE ... 15,000 ... Feb. 25th

S.S. EMERALD STATE ... 15,000 ... Mar. 1st

S.S. HOOSIER STATE ... 15,000 ... Apr. 11th

## SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR CALCUTTA via SINGAPORE, PENANG AND RANGOON.

FOR HAIPHONG

## MANILA-EAST-INDIA SERVICE

Freight and Passenger.

(SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE,  
CALCUTTA & COLOMBO)

Monthly sailings.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.  
Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.

## NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

## JAPAN, HONGKONG &amp; JAVA.

For BATAVIA, SAMARANG and SOERABAYA

"CHERIBON MARU" sailing on or about 5th Mar.

"MACASSAR MARU" sailing on or about 25th Mar.

For MOJIL, KOBE and YOKOHAMA.

"SAMARANG MARU" sailing on or about 6th Mar.

"BORNEO MARU" sailing on or about 27th Mar.

For further particulars please apply to—

K. SUZUKI, Manager,  
2nd Floor, Princes Building.

Telephone 2196

## PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast  
freight steamers.BOSTON  
and  
NEW YORK

S.S. "ORLITO PHINOT" (via Suez) Early Mar.

For freight and full particulars apply to—  
FURNESS (FAR EAST) LIMITED,  
(Incorporated in Great Britain)  
21, George Building,  
111 & 113, N. B. ROAD

Telephone 2145. Telegrams (Furness)



## POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FROM	PER	DATE
U.S.A. and SHANGHAI	West Coast	23rd inst.
CANADA, U.S.A., JAPAN and MANILA	Empire of Asia	24th inst.
Parcel mail only LONDON 15th Jan.	Deutsche	27th inst.

## OUTWARD MAILS.

FOR	PER	DATE
Koolung and *Jinghai & N. China	Tientsin	Tuesday, 21st, 10.00 A.M.
Swatow, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt, and EUROPE via MARSEILLES	Andes Maru	Tuesday, 21st, 10.30 A.M.
Swatow, Amoy and Foochow	Hainan	Tuesday, 21st, Noon
Swatow, Amoy	Yanchoo	Tuesday, 21st, 2.00 P.M.
Canton, Kowloon, Samahui and Wuchow	By Iron	Today, 2.10 P.M. & 8.00 P.M.
Macao	Coastwise	Today, 3.00 P.M.
Swatow & Bangkok	Via Overland	Tuesday, 21st, 4.00 P.M.
Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt, and EUROPE via MARSEILLES	Andes Maru	Tuesday, 21st, 5.00 P.M.
Shanghai, North China, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER B.C.	Empire of Russia	Thursday, 23rd, 8.45 A.M.
Shanghai, North China, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER B.C.	Korea Maru	Saturday, 25th, 9.45 A.M.
Philippine Islands	Silver State	Monday, 27th, 3.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt, and EUROPE via MARSEILLES	Kashgar	Wednesday, 1st, 8.45 A.M.
The parcel mail will be closed on Tuesday the 28th Feb. at 5 p.m.		
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt, and EUROPE via MARSEILLES	Haruna Maru	Friday, 3rd, 8.45 A.M.

\*Correspondence carrying vessel's name only.

## LOCAL AND REGULAR MAILS OUTWARD

FOR	ON WEDNESDAY	ON SUNDAY	ON HOLIDAYS
Canton and Samahui	7.30 A.M.	9.30 P.M.	7.30 A.M.
Tai Ping Tung	8.30 P.M.	9.30 P.M.	8.30 P.M.
Shak Ki	8.30 P.M.	9.30 P.M.	8.30 P.M.
Kowloon	8.30 P.M.	9.30 P.M.	8.30 P.M.
Kanton	8.30 P.M.	9.30 P.M.	8.30 P.M.
Wuchow	8.30 P.M.	9.30 P.M.	8.30 P.M.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"AGAPENOR" 28th FEB. London, Rotterdam & Hamburg  
 "PYRREUS" 7th MAR. London, Amsterdam & Antwerp  
 "GLAUCOS" 14th MAR. London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

"ELPENOR" 27th FEB. Genoa, Marseilles and Liverpool  
 "EUMARUS" 4th MAR. Marseilles Harve & Liverpool

## PACIFIC SERVICE (VIA KOBÉ AND YOKOHAMA).

"IXION" 21st FEB. Victoria, Seattle & Vancouver.  
 "TALITHYBIUS" 14th MAR.

## NEW YORK SERVICE (VIA SUEZ OR PANAMA).

"NINGOROW" 2nd MAR. via Suez Canal  
 "AJAX" 10th MAR. via Suez Canal  
 "KABINGA" 20th MAR. via Suez Canal

## PASSENGER SERVICE for Shanghai

"MENTOR" 5th MAR. for Shanghai  
 "PYRREUS" 7th MAR. for Singapore & London.  
 "MENTOR" 21st MAR. for Singapore & London.  
 FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE AGENTS.

## DAIRY FARM NEWS

## CHEESE

## DIRECT SHIPMENTS NEWLY RECEIVED.

Edam, 3.25 per ball.  
 Gruyere, 1.10 lb.  
 Gouda (Full Cream), .85 lb.  
 Australian Cheddar, .85 lb.  
 Picnic (Own make), .50 lb. per

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000  
 Reserve Fund Yen 57,000,000

## HEAD OFFICE YOKOHAMA.

## BRANCHES AND AGENTS AT

Batavia, Kobe, Beersheva  
 Bombay, London, Bangkok  
 Buenos Ayres, Lyons, San Francisco  
 Calcutta, Los Angeles, Seattle  
 Changchun, Manila, Shanghai  
 Dairen (Dairen) Nagasaki, Singapore  
 Fongshan, Nanking, Shimonoseki  
 Hankow, New York, Sydney  
 Harbin, Peking, Tientsin  
 Kai Yuen, Saigon, Vladivostok

Interest allowed on Current Accounts.  
 Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.

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## COMMERCIAL.

## OPENING QUOTATIONS.

20th February, 1932.
On LONDON—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, at 30 days sight
Bank Bills, at 6 months sight
Credit, at 3 months sight
Documentary Bills, at 3 months sight
On PARIS—
Bank Bills, on demand
Credit, at 3 months sight
On NEW YORK—
Bank Bills, on demand
Credit, at 3 months sight
On HONGKONG—
Bank Bills, on demand
Credit, at 3 months sight
On SHANGHAI—
Bank Bills, on demand
Credit, at 3 months sight
On CANTON—
Bank Bills, on demand
Credit, at 3 months sight
On HANKOW—
Bank Bills, on demand
Credit, at 3 months sight
On SOERABAYA—
Bank Bills, on demand
Credit, at 3 months sight
On MANILA—
Bank Bills, on demand
Credit, at 3 months sight
On CEBU—
Bank Bills, on demand
Credit, at 3 months sight
On BATAVIA—
Bank Bills, on demand
Credit, at 3 months sight
On SINGAPORE—
Bank Bills, on demand
Credit, at 3 months sight
On MALACCA—
Bank Bills, on demand
Credit, at 3 months sight
On PENANG—
Bank Bills, on demand
Credit, at 3 months sight
On KUALA LUMPUR—
Bank Bills, on demand
Credit, at 3 months sight
On JOHORE—
Bank Bills, on demand
Credit, at 3 months sight
On BANGKOK—
Bank Bills, on demand
Credit, at 3 months sight
On PHNOM PENH—
Bank Bills, on demand
Credit, at 3 months sight
On HANOI—
Bank Bills, on demand
Credit, at 3 months sight

Hongkong 10 cent piece	80.50 Premium
Hongkong 20	80.50
Canton 20	17.14 Discount
Canton 10	0.00

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Capital and Reserve Funds

Capital and Reserve Funds

Capital and Reserve Funds

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## BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris

Subscribed Capital: Frs 72,000,000.00

Paid-up Capital: Frs 62,400,000.00

Reserve Funds: Frs 69,567,303.84

## BRANCHES:

Bangkok, Hongkong, Saigon

Beiping, Hankow, Shanghai

Calcutta, Canton, Tientsin

Cebu, Fookien, Yunnan

Hankow, Harbin, Peking

Hongkong, Kanton, Poudichery

## BANKERS:

IN FRANCE: Comptoir National d'Escompte

de Paris; Credit Lyonnais; Banque

de Paris et de la Reunion; Credit

Industrial et Commercial; Societe

Generale.

IN LONDON: The National Provincial and

Union Bank of England, Ltd.; Comptoir

National d'Escompte de Paris; Credit

Lyonnais.

IN NEW YORK: J. P. Morgan & Co.;

French American Banking Corporation;

Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and

Fixed Deposits according to arrangement.

Every description of banking and exchange

business transacted.

V. MARBOT, Acting Manager.

Hongkong, July 12th, 1931

## THE BANK OF EAST ASIA, Limited.

HEAD OFFICE—

No. 10 Des Voeux Road, C. HONGKONG.

Established 1919.

Authorized Capital: \$10,000,000.00

Paid-up Capital: \$4,000,000.00

Reserve Funds: \$1,000,000.00

## DIRECTORS:

Mr. Pong Wai Tse, Chairman.

Mr. Chow Shou Sen.

Mr. Li Koon Chun.

Mr. Fung Ping Shik.

Mr. P. K. Kwok.

Mr. Ng Chang Lai.

Mr. Hayah Tai.

Mr. K. K. Fung Po.

Mr. L. Tse Fung.

## BRANCHES &amp; AGENCIES:

LONDON, NEW YORK

PARIS, SAN FRANCISCO

SHANGHAI, YOKOHAMA

Kobe, SAIGON

HANKOW, PENANG

HONGKONG, BATAVIA

SOERABAYA, SINGAPORE

CELEBES, CANTON

London, Hongkong, Canton, Shanghai, Hankow, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, Zanzibar, Aden, Bombay, Calcutta, Madras, Rangoon, Hongkong, Kanton, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, Zanzibar, Aden, Bombay, Calcutta, Madras, Rangoon, Hongkong, Kanton, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, Zanzibar, Aden, Bombay, Calcutta, Madras, Rangoon, Hongkong, Kanton, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, Zanzibar, Aden, Bombay, Calcutta, Madras, Rangoon, Hongkong, Kanton, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, Zanzibar, Aden, Bombay, Calcutta, Madras, Rangoon, Hongkong, Kanton, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, Zanzibar, Aden, 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Aden, Bombay, Calcutta, Madras, Rangoon, Hongkong, Kanton, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, Zanzibar, Aden, Bombay, Calcutta, Madras, Rangoon, Hongkong, Kanton, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, Zanzibar, Aden, Bombay, Calcutta, Madras, Rangoon, Hongkong, Kanton, Peking, Tientsin, Harbin, Kanton, Fookien, Yunnan, Cebu, Manila, Batavia, Soerabaya, Singapore, Penang, Malacca, Java, Sumatra, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, Indochina, French Indo-China, Dutch East Indies, British India, Ceylon, Mauritius, 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